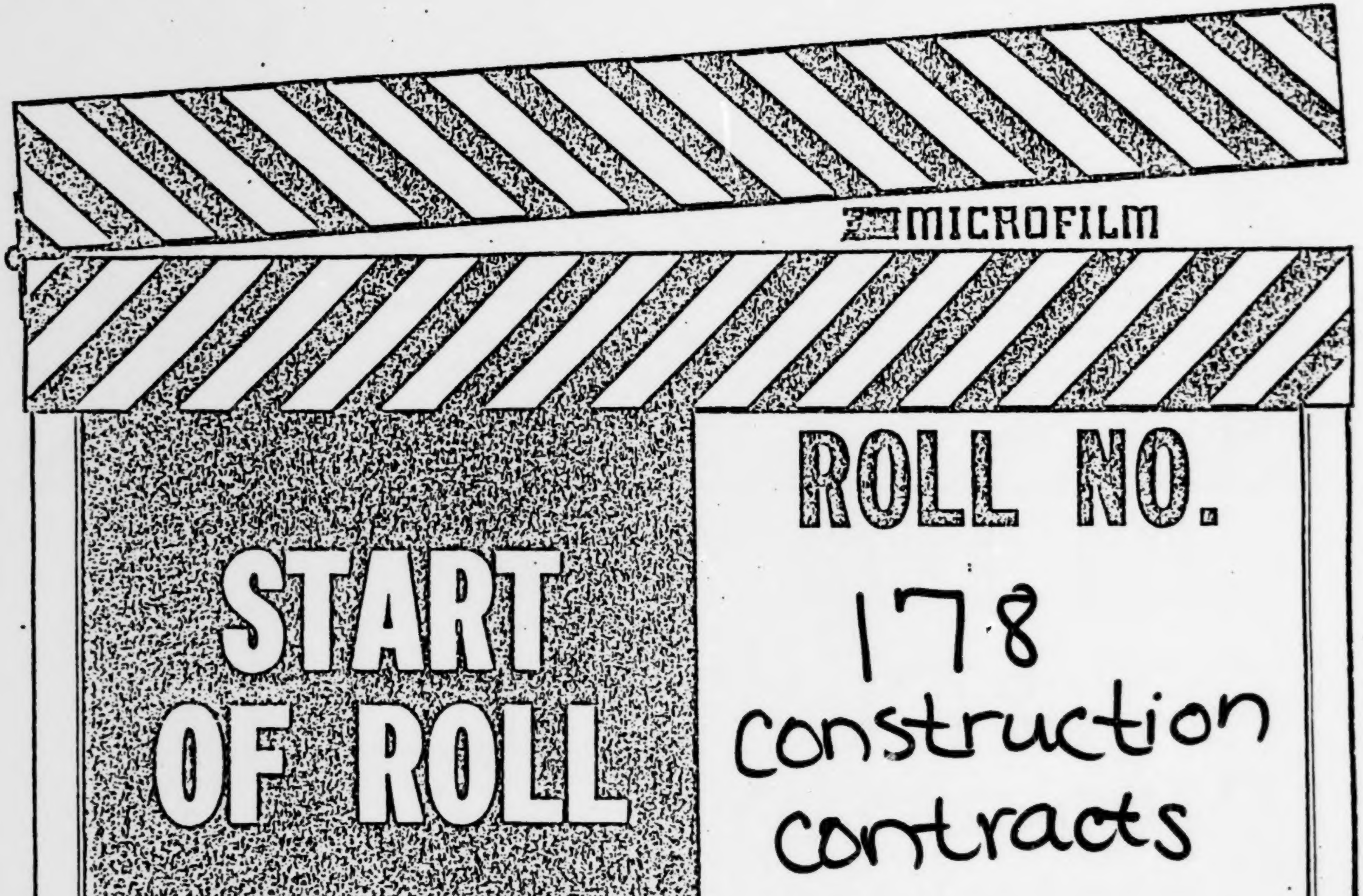

START OF ROLL

ROLL NO.

178
construction
contracts

8198 Siskiyou Safety Rest Area 1975
south of Ashland
(Grading, paving & facilities) #2

8198

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION - Salem

SUBJECT: Ineligible Construction Costs
I-5-1(85)

DATE: October 26, 1979

In reply refer to: HAM.1-OR

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Payment to the City of Ashland of $1,425.00 for hookup into City sewer system and installation of a metering device under State Force order no. 5 should be transferred for participating to non-particpating. Project records indicate work was authorized effective 4/27/76 while the city's billing for completed work is dated April 7, 1976.

Please furnish a copy of the cost transfer with the revised final voucher submission.

G. L. Green

cc:
Fiscal Clerk

RECEIVED
STATE HWY ENGR
OCT 29 '79
REFER TO
Mohring
FOR

Info	Inves	R/D	D/K	Sign	Act	File
						✓

Orig to

8148 8

STATE COPY

☆U.. VERNMENT PRINTING OFFICE: 1974 — 732-520

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 4-19-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-1(85)10
COMPLETION DATE 7-29-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-22-77	TIME ELAPSED 60 %	CONTRACT TIME Completion Date 6-30-77
APPROVED EXTENSIONS ---	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SISKIYOU SAFETY REST AREA
PACIFIC HIGHWAY
Rest Area Expansion

RECEIVED
STATE HWY ENGR
MAY 3 - '79
REFER TO
Keavy
5-4
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Project Description

The project provided for expanding the existing rest area facilities. The parking lot and toilet facilities were expanded. Illumination and picnic facilities were added. A sewage main (septic effluent) was constructed to Ashland's sanitary system. An enlarged water supply system was provided, including an enclosed reservoir.

Findings

All claim matters described in the final inspection report have been settled as described in the State's letter dated March 31, 1978.

COPY SENT
APR 1 - 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 4-20-79	TITLE Field Operations Engineer DATE 4-30-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-18-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-1(85)10

STATE PROJECT NO.: See Below

COUNTY NAME: Jackson

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

ROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-816

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-23-75	4-18-78	Interstate 5	Primary 1

GENERAL LOCATION:

"Siskiyou Safety Rest Area"

GENERAL DESCRIPTION OF WORK:

Claim

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Contractor's Claim
TEC NTE $5,500, Federal Funds
$5,070.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 3-31-78, the above is in full settlement of Paul Brothers Vs. State of Oregon, Case No. 77-5213 (L7454). Contract 8198.

NOTED
F. D. KLABOE

Swan
4-25

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-78	G. K. Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8,198 3-17-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-I(85)10

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-816

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-23-75	2-14-78	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
"Siskiyou Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Plant Establishment Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 2-14-78, as requested in Mr. Keasey's letter of 3-10-78 as being in the public interest for the use of State Forces to proceed with the above work. Supplement to State Force Order No. 10 is approved for TEC NTE $900, Federal funds $830.

NOTED
F. B. KLABOE

Swan
3-24

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-78	V. V. Cusack	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8198

9

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

October 14, 1977

H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

Re: Paul Brothers v. State of Oregon
Case No. 77-5213 (L7454)
Contract No. 8198

Dear Mr. Colter:

The above mentioned contract claim case has been compromised and settled. Payment has been made and the case has been dismissed. The matter is finally concluded.

Sincerely,
Les Hampton
Leslie B. Hampton
Assistant Chief Trial Counsel

J
cc: Walter Barrie
Carroll T. Keasey

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8198

H. Scott Coulter

October 4, 1977

Mr. Dick Althoff
Vice President and
General Manager
Travel InfoCentres, Inc.
5201 SW Westgate Dr., Suite 106
Portland, OR 97221

Dear Dick:

We have reviewed the additional illumination at the Siskiyou Safety Rest Area and find that it is not acceptable. Will you please see that it is removed.

Scott

H. S. Coulter
State Highway Engineer

HSC:ia

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

NOTED
H. S. COULTER

DATE September 22, 1977

TO A.Shirley Jr. Region Engineer

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT Coulter Assignment/Travel Information Center

By phone on September 13, 1977 Scott Coulter requested that the additional illumination on the Travel Info Center, Inc. building at the Siskiyou Safety Rest Area be appraised. This has been done and the addition of the extra illumination is obtrusive. As you drive into the rest area parking lot during the nightime hours you see the lights on the building. White facia, then the States information building. Due partly to its location, the rest room building is difficult to see if you stop at the area of the most illumination, which is the Travel Info Center building.

WHM/sh

cc: H.S.Coulter ✓

Send note to Althoff
telling him that we have
reviewed illumination on facia
board and think it should
be removed.
HSC

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A
u

8198

9

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L- 7454

R-

To be submitted to Commission: September 22, 1977 **Approved by Commission:**

Name of Case: Paul Bros. Inc. v. State **County:** Marion

Cause of Action: Breach of Contract

Demands of Plaintiff: $18,886.70

Settlement: $ 5,500.00

REMARKS: (SEE ATTACHMENT - 3 page Memo)

RECEIVED
STATE HWY ENGR
SEP 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Leslie B Hampton
Signature

REPORT OF SETTLEMENT - Remarks

Paul Bros. Inc. v. State
File No. L-7454

This case grew out of the construction of the Siskiyou Safety Rest Area in Jackson County. There are two parts to the plaintiff's claim. In the first part, the contractor claims underpayment on bid item #7 and entitlement to an additional 1,852 cubic yards of trench excavation at $5.70 per cubic yard or $10,670.40. In the second part, contractor claims to have encountered rock in sewer line excavation which under the contract entitled him to an adjustment of $8,226.30 based on extra costs.

This case is set for trial for October 5, 1977. After negotiations, the contractor has agreed to accept the sum of $5,500 in full settlement. I recommend that the settlement be approved. Discussion follows.

Under trench excavation, the dispute involves approximately four miles of 3-inch gravity outfall line from the sewer system dosing tank to the City of Ashland sewer system. This is 3-inch pipe. The sewage disposal system special provisions provide at page 106, "culvert and sanitary sewer pipe shall be furnished and installed in conformance with the pipe data shown on the plans and section 603 of the standard specifications * * * ". The plans of course specify the 3-inch pipe.

Section 603.31 provides that all trenching is to be performed under section 206. Payment for work covered within the section 600 series is provided in section 603.91 except that "pay quantities of excavation and backfill work shall be paid for as provided under section 206."

Section 206.01 defines the scope of the section, providing "the conduits and minor structures to which this section applies will hereinafter be referred to generally as 'structures' and includes, but are not necessarily limited to conduits * * * sewers * * * of nominal diameters exceeding 4 inches." Section 206.91 provides that excavation " * * * will be paid for at the contract unit price per cubic yard for the item" "trench excavation". Ordinarily, section 206 would not apply to trench excavation for sewer pipe smaller than 4 inches in diameter. In this contract, section 206 does apply.

Early in negotiations, we simply argued that because 3-inch pipe was not in the scope of section 206.01 that the excavation was not paid for under 206.91 and further that the excavation was included in the price of the pipe.

The contractor argues that because the sewer line was to be installed in conformance with the "pipe data shown on the plans and section 603" which specifically refers to the pipe being installed under section 206, the scope of 206 is broadened under this contract to include 3-inch pipe; and that the excavation under this contract is payable under section 206.91.

The contractor also argues that nothing in the specifications specifically includes the excavation as a part of the bid item for the pipe. The contractor also points to section 603.91 of the special provisions where we specifically provide that excavation and backfill for the dosing tank and other installation items are included in the lump sum price for the bid item. They argue that had the state intended that the excavation for the sewer pipe was to be included in the bid item for pipe, we would have so provided in the contract.

Our strongest argument is that the plans specifically note the quantity of trench excavation for all other types of trench excavation and that no quantities are shown for the outfall line. We also argue that if the plans and specifications were not clear that the contractor had a duty to seek clarification prior to submitting his bid. One or two of the bidders did inquire about this item.

In summary on this point, the contractors' argument and construction of the contract may be a little strained but cannot be taken lightly. We are hard-pressed to point to specific provisions that clearly support our argument. We probably have ambiguous provisions related to this excavation. We are faced with the rule of contract construction that ambiguities are construed against the party who drafted the document.

The second part of the claim turns on the interpretation of the special provision at page 37 of the contract related to the earthwork. Those provisions state:

> "If rock, hardpan, or other obstructions are encountered in the excavation for buildings or other site work, that are not indicated in the plans, and further would effect relocation of buildings, change in footing depths or extra amounts of work by the contractor, the engineer shall be notified and he will take appropriate action."

This amounts to a rather broad indefinite "changed conditions clause." "Appropriate action by the engineer" including authorizing payment for extra costs.

The contractor did in fact encounter rock in excavating for the outfall line and did encounter extra costs. The contractor has included only those items of cost where it was necessary to use rockbreaking equipment and did not include areas where the rock was nearly consolidated and very difficult to handle, but still removable with the backhoe planned for. We did issue a change order for extra force account work under this clause for the excavation for the foundation of one of the buildings.

This part of the claim is the hardest for us to defend. As noted, rock not shown on the plans was encountered; and it did result in extra amounts of work by the contractor. The only question is whether the work was included under the term "or other site work". We argue that the "change condition" clause is related to the "site of the buildings" and does not apply to the construction of the sewer outfall line. The clause is located in the "buildings" section of the special provisions. The outfall line construction is included in the "sewage disposal system" section. However, this physical grouping of the contract terms while helpful to us is not conclusive.

At page 37 of the special provisions under the heading "earthwork", we have the following scope definition, "this work consists of all grading, leveling, ditching, backfill, excavating and other earthwork required in the construction of the project". The above referred to changed condition clause is on the same page and in the same section as the above definition. The contractor argues that this broad language includes all earthwork on the project under the "buildings" section and all other sections of the special provisions of the contract. The contractor may be correct.

In my opinion the dispute in this part of the claim cannot be resolved as a matter of law.

There is a factual question for the jury to determine the intent of the parties based on all of the provisions of the contract and the conduct of the parties during the performance thereof. Here again, if the earthwork provisions of the contract including the "change condition clause" are ambiguous (as they appear to be) the provisions are construed against the drafter of the contract. We are in trouble on this claim and the results of the litigation of the claim cannot be predicted. The actions of a judge or jury are almost always unpredictable. We also have a "jury question" on the first claim and face similar unpredictable results.

In summary and conclusion, the contractor has legitimate arguments on both of his claims as we do. We cannot conclude this case as a matter of law. We should have a slight edge on the facts, at least on the first claim. However, in my opinion, we could not reasonably expect a defense verdict on both of these claims. We could lose both but assuming that we "won one and lost one" the verdict would probably still exceed the $5,500 settlement. In addition, we would also encounter substantial costs in preparing and presenting our defense. I recommend approval of the settlement.

Leslie B Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

ksb

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L- 7454

R-

To be submitted to Commission: September 22, 1977 **Approved by Commission:**

Name of Case: Paul Bros. Inc. v. State **County:** Marion

Cause of Action: Breach of Contract

Demands of Plaintiff: $18,886.70

Settlement: $ 5,500.00

REMARKS: (SEE ATTACHMENT - 3 page Memo)

RECEIVED
STATE HWY ENGR
SEP 14 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Leslie B Hampton
Signature

Walter L Barrie
Assistant Attorney General
and Counsel

cc: File
Walter L. Barrie
L. B. Hampton
~~W. H. Haskin~~
~~Adele Egan~~
H. S. Coulter
C. T. Keasey
Alfred Shirley
William Maude

#2198 8-22-77

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. I-5-1(85)10 STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. I-816	COUNTY NAME Jackson PROGRAM STAGE (*Check*) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-23-75	6-13-77	Interstate 5 Primary 1

GENERAL LOCATION:

"Siskiyou Safety Rest ARea"

GENERAL DESCRIPTION OF WORK:

State Legal Expense-Contract Claim

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Contract Claim
TEC $4,000 - F.F. $3,690
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-12-77, I approve the legal costs to defend against actions on the subject project. Project documentation for costs will be as set forth in FHPM 1-4-2.4 paragraph 4a(4). (SFO #11 represents charges to project.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-77	G.K. Horsner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Orig: Gen. File
xc: Const.

☆ U.S. GOVERNMENT PRINTING OFFICE 1975 611 858

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8198

Order No. 11

Section Siskiyou Safety Rest Area

Date June 6, 1977

Highway Pacific

F.A.P. No. I-5-1(85)10

County Jackson

Prefix 615-1061 Account No.

Description of Work To Be Done:

Legal costs to defend against contractors claim.

Location by Station Numbers:

NA

Estimate of Quantities and Costs:

Legal Costs, per estimate	$4,000.00

Explanation: The claims review board denied two of the contractors claims. He has suit and this order is to cover the legal costs to defend this action.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$414,339.25
Present estimate of project cost, including $ 4,000.00 for work under this order	$469,164.62
Expected ~~under-run~~ over-run (amount)	$54,825.37
Expected ~~under-run~~ over-run (per cent)	13.2

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

6-13-77

SP*79602-734

8198

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-155 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-25-77	Form Approved; O M B No. 04-R2089 State OREGON County JACKSON Project Number I-5-1(85)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$413,007	$ 447,896
Federal funds	$381,122	$ 413,318
Other revisions		

This modification is made for the following reasons:

To include approved additional work; no change in present additional funding under PL 94-30 of $23,426.40

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, July 20, 1977

FEDERAL PROJECT
No. I-5-1(85)10

SISKIYOU SAFETY REST AREA
PACIFIC HIGHWAY in JACKSON COUNTY

Revised Project Agreement Estimate

Type Code Y021

Safety Rest Area (Sta. 278+85)

Subtotal on Previous Estimate of October 28, 1976			$242,744.69
Additional Approved Items			
P.A. 8 Water System Revision	Lump Sum		1,238.75
P.A. 13 Claim Settlement	Lump Sum		5,912.47
P.A. Claim for Additional General Excavation	525.9 cu. yd.	4.65	2,445.44
EWO 8 Explore and Repair Hole	All Required		16,699.20
SFO 10 Second Year Plant Establishment	All Required		1,200.00
	Increase		$ 27,495.86
	Subtotal		$270,240.55
	Engineering		40,535.45
	TOTAL		$310,776.00

Type Code Y022

Convenience Facilities

Subtotal on Previous Estimate of October 28, 1976			$130,276.80
Additional Approved Items			
P.A. 2 Insulate 3-inch Sewer Line	310 lin. ft.	6.50	2,015.00
P.A. 3 Modify Rest Room Building	Lump Sum		827.58
	Increase		$ 2,842.58
	Subtotal		$133,119.38
	Engineering		19,967.73
	Subtotal		$153,087.11
Credit for Information Center and Rest Station			(15,967.11)
	TOTAL		$137,120.00

Length of Project . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$310,776.00	$286,784.00	$23,992.00
Convenience Facilities	137,120.00	126,534.00	10,586.00
TOTAL	$447,896.00	$413,318.00	$34,578.00

Group 1 - 100%
Contract No. 8198
Prefix 615-1061

8198

STATE COPY

15

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-91
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11 4 76

Form Approved; O M B No. 04-R2089

State: Oregon
County: Jackson
Project Number: I-5-1(85)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 379,304	$ 413,007
Federal funds	$ 350,021	$ 381,122
Other revisions		

This modification is made for the following reasons:
To include approved additional work and increase in construction engineering. No change in previous 100% funding under PL 94-30 of $29,283.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

68717

Oregon State Highway Division
Salem, Oregon October 28, 1976

Federal Aid Project
No. I-5-1(85)10

SISKIYOU SAFETY REST AREA
PACIFIC HWY. IN JACKSON COUNTY

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 278+85)

Subtotal on previous estimate of April 30, 1976		$234,271.70
Additional Approved Items		
SFO 8 Furnish & Install Water Softener	All Required	6,730.00
EWO 9 Setup, Ream Well & Install Pump	" "	1,742.99
	Increase	$ 8,472.99
	Subtotal	$242,744.69
	Engineering	36,411.31
	TOTAL	$279,156.00

Type Code Y022
Convenience Facilities

Subtotal on previous estimate of April 30, 1976		$125,066.80
Additional Approved Items		
SFO 5 City of Ashland Sewer Hookup	All Required	1,425.00
SFO 6 Payment to City of Ashland for Capital Reimbursement Costs	Lump Sum	3,035.00
SFO 7 Repaint Areas of Restroom Building	All Required	750.00
	Increase	$ 5,210.00
	Subtotal	$130,276.80
	Engineering	19,541.31
	Subtotal	$149,818.11
Credit for Information Center & Rest Station		(15,967.11)
	TOTAL	$133,851.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$279,156.00	$257,605.00	$21,551.00
Convenience Facilities	133,851.00	123,517.00	10,334.00
TOTAL	$413,007.00	$381,122.00	$31,885.00

Group 1 - 100%
Contract No. - 8198
Prefix - 615-1061

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5 -161

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved: O M B No. 04-R2089

State
Oregon

County
Jackson

Project Number
I-5-1(85)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 379,304	$ 379,304
Federal funds	$ 350,021	$ 379,304
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 9, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 29,283."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8198

STATE COPY 15

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-85
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

-5 [illegible]

orm Approved; O M B No. 04-R2089

State: Oregon

County: Jackson

Project Number: I-5-1(85)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 390,068.00	$ 379,304.00
Federal funds	$ 345,219.55	$ 350,021.00
Other revisions		

This modification is made for the following reasons:

To include approved additional work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon April 30, 1976

Federal Aid Project
No. I-5-1(85)10

Siskiyou Safety Rest Area
Pacific Highway
Jackson County

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 278+85)

Subtotal on previous estimate dated June 4, 1975			$229,541.70
Permanent Signing (SFO #2)	All Required		$ 1,500.00
Investigative Holes (EWO #4)	All Required		500.00
Insulate 3-inch Pipe (PA #2)	420 Lin. Ft.	6.50	2,730.00
			$ 4,730.00
	Subtotal		234,271.70
	Engineering		23,426.30
	Total		$257,698.00

Type Code Y022
Convenience Facilities

Subtotal of previous estimate dated June 4, 1975		$125,066.80
	Engineering	12,506.31
	Total	$137,573.11
Credit for Information Center and Rest Station		(15,967.11)
	NEW TOTAL	$121,606.00

Length of Project - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$257,698.00	$237,803.00	$19,895.00
Convenience Facilities	121,606.00	112,218.00	9,388.00
TOTAL	$379,304.00	$350,021.00	$29,283.00

Group 1 - 100%
Contract No. - 8198
Prefix - 615-1061

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-92

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6 4 7

Form Approved; O.M.B. No. 04-R2089

STATE **Oregon**
COUNTY **Jackson**
PROJECT NO. **I-5-1(85)10**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
I-5, 1.8 mi. S. of S. Ashland Intchge.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-23-75	0.0

FUNDS **Pro Rata 92.28%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 390,068	$ 345,219.55

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
G. L. Green

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 4, 1975

Federal-aid Project
No. I-5-1(85)10

SISKIYOU SAFETY REST AREA
PACIFIC HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 278+85)

Mobilization	All	Required		$ 35,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	160	sq.ft.	7.50	1,200.00
Flagmen	240	hour	14.30	3,342.00
Removal of Structures and Obstructions	All	Required		4,714.00
General Excavation	1,700	cu.yd.	4.65	7,905.00
Trench Excavation	150	cu.yd.	5.70	855.00
Furnish and Placing Topsoil	1,100	cu.yd.	6.80	7,480.00
Watering	10	M-gal.	28.60	286.00
1"-0 Aggregate Base	170	cu.yd.	15.00	2,550.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,210	cu.yd.	21.40	25,894.00
Asphalt Cement in Mixture	80	Tons	128.60	10,288.00
18-inch Culvert Pipe	12	lin.ft.	18.60	223.20
12-inch Storm Sewer Pipe	48	lin.ft.	12.85	616.80
15-inch Storm Sewer Pipe	40	lin.ft.	12.85	514.00
18-inch Storm Sewer Pipe	300	lin.ft.	12.85	3,855.00
Concrete Inlets, Type CG-1	4	only	428.60	1,714.40
Concrete Inlets, Type M-E	1	only	536.00	536.00
Concrete Curbs	30	cu.yd.	121.40	3,642.00
Concrete Walks	500	sq.yd.	10.70	5,350.00
Exposed Aggregate Concrete Walks	70	sq.yd.	13.60	952.00
Concrete Mowing Strip	770	lin.ft.	2.65	2,040.50
Concrete Curb Wall	40	lin.ft.	4.30	172.00
Pedestrian Ramp	1	only	1,715.00	1,715.00
Concrete Stairs	32	cu.yd.	142.85	4,571.20
Stone Masonry Wall	8	cu.yd.	428.60	3,428.80
14-inch Metal Railing	40	lin.ft.	20.00	800.00
32-inch Metal Railing	180	lin.ft.	30.00	5,400.00
Furnishing & Planting Trees	48	only	28.55	1,370.00
Furnishing & Planting Shrubs	1,042	only	5.70	5,939.40
Soil Conditioner	60	cu.yd.	5.50	330.00
Bark Mulch	8	unit	100.00	800.00
Sod Lawn	All	Required		6,380.00
Irrigation System	All	Required		7,857.00
Water System Electrical, Complete	All	Required		6,430.00
Well Housing	All	Required		1,860.00

Submersible Pumping Installation	All Required	3,570.00
Control Room Hydraulic Installation	All Required	6,430.00
Chlorination Installation	All Required	4,285.00
Water Mains	All Required	12,000.00
25,000 Gallon Reservoir	All Required	10,500.00
Reservoir Level Controller	All Required	1,715.00
Wood, Lighting Poles	All Required	8,590.00
Luminaires and Ballasts	All Required	2,800.00
Switching, Conduit, Wiring, Lamps, etc.	All Required	8,300.00
		$226,241.70

Additional Items

Permanent Pavement Striping (SF)	All Required	$ 2,000.00
Temporary Erosion Control (EW)	All Required	150.00
On-the-Job Trainees (1@$800.00)(EW)	All Required	800.00
Adjust Sprinklers (EW)	All Required	300.00
		$ 3,250.00
	Subtotal	$229,541.70
	Engineering	22,953.30
	Total	$252,495.00

Type Code Y022
Convenience Facilities

Metal Picnic Tables	2 only	857.15	$ 1,714.30
Salvage & Reset Picnic Tables	2 only	214.30	428.60
8-foot Bench	3 only	500.00	1,500.00
13-foot Bench	1 only	715.00	715.00
Drinking Fountain	2 only	464.30	928.60
Litter Receptacles	6 only	264.30	1,585.80
Toilet Building	1 only	47,145.00	47,145.00
12,000 Gallon Septic Tank	1 only	7,860.00	7,860.00
2 1/2-inch Cast Iron Sanitary Sewer Pipe	80 lin.ft.	5.20	416.00
3-inch Cast Iron Sanitary Sewer Pipe	1,270 lin.ft.	3.15	4,000.50
4-inch Cast Iron Sanitary Sewer Pipe	570 lin.ft.	4.60	2,622.00
3-inch PVC Sanitary Sewer Pipe	19,500 lin.ft.	2.30	44,850.00
Extra for Pipe under Pavement	700 lin.ft.	11.40	7,930.00
Siphon Dozing Tank	1 only	1,786.00	1,786.00
Manhole	1 only	785.00	785.00
			$124,316.80

Additional Items

Building Permit Fees (EW)	All Required	750.00
	Subtotal	$125,066.80
	Engineering	12,506.20
	Total	$137,573.00

Length of Project - - - - 0.00 mile

Retained in Program Status

Permanent Signing (SF)	All Required	$ 1,500.00
Investigative Holes (SF)	All Required	500.00
	Subtotal	$ 2,000.00
	Engineering	200.00
	Total	$ 2,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$252,495.00	$233,002.00	$ 19,493.00
Convenience Facilities	137,573.00	126,952.00	10,621.00
Credit for Information Center and Rest Station		(14,734.45)	14,734.45
Subtotal	$390,068.00	$345,219.55	$ 44,848.45
Retained in Program	2,200.00	2,030.00	170.00
Total	$392,268.00	$347,249.55	$ 45,018.45

Group 1 - 100%

Contract No. 8198

Prefix No.: 615-1061

SISKIYOU SAFETY REST AREA

Nonparticipating - State Work

Remodel Existing Information Building	All Required	$ 21,430.00

INFORMATION CENTER AND REST STATION

I-5-1(59)12

Credit Federal funds as follows

As claimed on final voucher

Item			
14	Information Center and Rest Station	All Required (55%)	$ 14,836.80

Total Construction Cost = $ 43,884.07

14,836.80 ÷ 43,884.07 = 33.81%

Participating Const. Engr. = 3,358.48 x 33.81% = $1,135.50

$14,836.80 + 1,135.50 = $15,972.30 x 92.25% = $14,734.45

Credit Federal Funds $ 14,734.45

8

DATE: July 5, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Second Request for Increase in Project Authorization
Contract No. 8198, Siskiyou Safety Rest Area

It is necessary to ask for a second increase in this project authorization. The first increase was approved at the July 27, 1976 meeting. At that time the project was near completion and was expected to overrun only 5.9 percent. We did not allow for further contingencies and engineering costs to carry the project through the landscape establishment period, correction of minor items of work and prolonged claim analysis and negotiations with the contractor.

Three contract claims were settled for an additional $8,500. The remaining two were declined after consideration by our Claims Review Board, and the contractor has filed a law suit. A recently approved order allots $4,000 for added legal and engineering costs related to this law suit. We expect to get additional federal participation for this.

Also since the first overrun, the Federal Highway Administration has changed its policy and will participate in second year establishment work on landscaping planted during a spring planting season. This project is eligible, so an additional $1,200 order chargeable to the contract was recently approved for this work.

Your approval is requested for a further increase of 8.1 percent, or $35,355.55, to a new total project authorization of $474,241.08. This item will be on the Consent Calendar for your July 19 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8198

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 29, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Siskiyou Safety Rest Area
Contract No. 8198
Second Request for
Additional Authorization

We find it is necessary to ask for a second increase in this project authorization. The first increase was approved by the Transportation Commission at their July 27, 1976 meeting. At the time it was prepared, the project was near completion and was expected to overrun only 5.9 percent, so the first request was based on that amount. We should have asked for more contingency funding in the first request. We did not allow for further contingencies and engineering costs to carry the project through the establishment period, correction of many minor items of work and prolonged claim analysis and negotiations.

We settled three of the claims by paying an additional $8,500. Four claims were carried to the Contract Claims Review Board in January. Two of them were resolved with additional payments (included in the $8,500 figure above) but the remaining two were declined and the contractor has now filed a law suit. A recently approved order allots $4,000 for added legal and engineering costs related to this law suit. We expect to get additional federal participation in this order.

Also since the first overrun, FHWA has changed their policy and will participate in second year establishment work on landscaping planted during a spring planting season. This project is eligible, so an additional $1,200 order chargeable to the contract was recently approved for this work. Formerly, this would take place after a final contract acceptance and would be absorbed as a maintenance charge. Total new pricing (including the claims paid so far) are less than the allowable 10 percent, so we still do not have to go to PCRB.

A rough draft letter to the Transportation Commission requesting a further increase of 8.1 percent, or $35,355.55, to a new total project authorization of $474,241.08 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY EN
77
FOR

Form E-372 (Rev. 10-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Siskiyou Safety Rest Area

Date June 6, 1977

Highway Pacific

Contract No. 8198

County Jackson

Kind of Work Grading, Paving & Fac.

Contractor Paul Brothers, Inc.

	Authorized	Estimated
Contract Amount	$372,038.50	$365,074.38
Anticipated Items	6,000.00	1,880.26
Contingency (4½%)	17,011.73	51,658.14
Increase Project Authorization	11,405.61	
Engineering	34,023.47	70,362.75
Increase Engineering Authoriz.	13,140.97	
Credits	-14734.45	-14,734.45
PROJECT COST	$438,885.53	$474,241.08

NET INCREASE $ 35,355.55 or 8.1%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(c) Engineering	$70,362.75	+23,198.31
(u) P.A.8, Revise water system	1,238.75	+1,238.75
(u) P.A.12, Clean Sewer Line-Blockage Check	720.00	+720.00
(u) P.A.13, Compensate Contractor for Claims	6,102.96	+6,102.96
(u) P.A.14, Additional General Excavation	2,438.70	+2.438.70
(u) P.A.17, Replace BI 25 with lump sum paymnt	2,589.09	+2,589.09
(u) S.F.O.10, Second Year Establishment Period	1,200.00	+1,200.00
(u) S.F.O.11, Legal Costs	4,000.00	+4,000.00

Principal reasons for overruns (Continue on reverse side): Since the initial authorization for overrun was approved for this project on July 27, 1976, several factors have arisen which necessitate submittal of a second request.

Engineering costs continued to mount as much time was spent in both the field office and

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by ______ Construction ~~or Bridge~~ Engineer

Confirmed by ______ Division Engineer

Noted by ______ ~~Deputy~~ or State Highway Engineer

[illegible]

cont.

Salem personnel in obtaining all of the required paperwork and certifications from the contractor. The contractor was also back on the project on numerous occasions and for short periods of time. This required inspection every time that someone was on the job. Also included in the estimated engineering cost is an amount for anticipated costs for pending legal conflicts with the contractor in law suits involving this project not covered by S.F.O. 11.
With the many changes on the project, a number of price agreements were written. There were also two price agreements written as a result of claims meetings. Settlement of those claims added an additional $8,500 to the estimated costs.

Two additional State Force Orders were written. The first covered second year establishment for the plantings on the project. The second, as yet unapproved, is to cover legal costs in pending law suits with the contractor. These State Force Orders are estimated to add an additional $5,200 to the project cost.

5118

June 30, 1977

Fireman's Fund Insurance Company
921 S.W. Washington Street
Portland, OR 97205

Attention: Fidelity & Surety Dept.

Gentlemen:

On June 23, 1977, we wrote to you concerning release of final payment on Contract No. 8198 awarded to Paul Brothers, Inc. for the Siskiyou Safety Rest Area on the Pacific Highway in Jackson County.

Final payment on this contract is $5,750.44 and the total contract amount is $402,223.27 including $20,274.51 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Paul Brothers, Inc.
29 N.E. 148th Ave.
Portland, OR 97230

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

DIRECTOR'S FILE
Hwy

77 5213

to Walt Barrie 5/25 - 9:30 AM

In the Circuit Court of the State of Oregon

for the County of Marian

PAUL BROTHERS, INC. an
Oregon Corporation,

Plaintiff

vs.

STATE OF OREGON, by and
through the OREGON TRANSPORTATION
COMMISSION and the DEPARTMENT OF
TRANSPORTATION,

Defendant

No.

SUMMONS

To State of Oregon, By and through
Robert Burco, Director
Department of Transportation
Transportation Building
Salem, Oregon

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 10 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

s/ J. William Bennett
Attorney for Plaintiff

STATE OF OREGON, County of Multnomah)ss.

I, J. William Bennett *, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon,*
dated the 20 *day of* May, *19*77

J William Bennett
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant, State of Oregon, by service upon Robert Burco, Director, Department of Transportation, at the above address.
and a copy of the within summons only upon the other defendant,

s/ J. William Bennett
of Attorneys for Plaintiff

J. WILLIAM BENNETT
ATTORNEY AT LAW
620 S. W. 5th Ave., SUITE 604
PORTLAND, OREGON 97204
TELEPHONE (503) 226-0111
ATTORNEY'S NAME, ADDRESS AND TELEPHONE NUMBER

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS.
TC
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARIAN

PAUL BROTHERS, INC. an Oregon Corporation, Plaintiff, v. STATE OF OREGON, by and through the OREGON TRANSPORTATION COMMISSION and the DEPARTMENT OF TRANSPORTATION, Defendant.	No. 100,399 COMPLAINT (Breach of Contract)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

On the 23rd day of May, 1975, Plaintiff, and the Defendant entered into a contract in writing which provided for Plaintiff to

> "furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the applicable plans, the applicable Standard Specifications, the special provisions bound herewith, and in accordance with such alterations or modifications of the same as may be made by the engineer or the Commission, and according to such directions as may from time to time be made or given by the engineer under the authority and within the meaning and purpose of this contract."

The contract was designated as Contract No. 8198 and was further designated as "Grading, Paving and Faculities" as Siskiyou Safety Rest Area, Jackson County, Oregon. The amount of the contract was $372,034.50.

/ / /

/ / /

III.

Plaintiff has performed all of the stipulations, conditions, specifications and items of work called for, in accordance with the contract requirements and completed the project in June of 1976, at which time Defendant accepted plaintiff's work.

IV.

Defendant, mailed the revised final payment estimate and voucher to Plaintiff on February 9, 1977, and at that time also rejected certain claims for additional compensation submitted by Plaintiff and as further set forth herein.

V.

The terms of the contract included trench excavation, identified as payment Item No. 7, and further provided that payment for performance of work under tranch excavation was to be measured by the cubic yard of trahch excavated and paid for at the price of $5.70 per cubic yard.

VI.

During the course of performance of the contract, Plaintiff performed 1951 cubic yards of trahch excavation, for which work Defendant has paid for 99 cubic yards thereof and has failed and refused to pay for 1852 cubic yards thereof. By reason of Defendant's failure and refusal to pay for all the work performed Plaintiff has been damaged in amount of $10,670.40.

For Second Cause of Action Plaintiff alleges:

I.

Realleges Paragraphs I, II, III and IV of the First Cause and the whole thereof.

II.

The terms of the contract include provision that

> "If rock, hardpan, or other obstructions are encountered in the excavations for building(s) or other site work, that are not indicated in the plans, and further, would affect relocation of building (s), change in footing depth, or extra amounts of work by the contractor, the engineer shall be notified and he will take appropriate action."

III.

During performance of contract work for influent sewer line trenching Plaintiff encountered solid rock in approximately 2900 lineal feet of the influent sewer line trench, and as a result thereof expended extra and unanticipated amounts of work in special equipment use and additional labor to Plaintiff's extra cost of $8,226.30.

IV.

Appropriate action by the engineer relative to the extra work and extra expense caused by the solid rock in the influent sewer line tranching would be an adjustment in the contract amount to compensate for the extra work which action Plaintiff has requested and Defendant has failed and refused to perform. By reason of the failure and refusal of defendant to adjust the contract as provided in the terms and conditions thereof, plaintiff has been damaged in the amount of $8,226.30.

WHEREFORE, Plaintiff prays for judgment against Defendant as follows:

(1) In the sum of $10,670.40 based upon the allegations of Plaintiff's First Cause of Action, and;

(2) In the sum of $8,226.30 based upon the allegations of Plaintiff's Second Cause of Action, and;

(3) For award of interest on the aforesaid damages pursuant O.R.S. 279.575(6) from June 1976, and;

(4) For costs and disbursements incurred herein.

J. WILLIAM BENNETT
Attorney for Plaintiff

VERIFICATION

STATE OF OREGON, County of Multnomah ss.

I, Plaintiff being first duly sworn, say that I am the COMPLAINT (Breach of Contract) and that the foregoing is true as I verily believe.

s/ Gary D. Arnold, Mgr.

Subscribed and sworn to before me May 19, 1977

NOTARIAL SEAL

s/ Martha Bennett
Notary Public for Oregon.
My Commission expires 4/5/80

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Complaint (Breach of Contract) is a correct copy of the original. That the said Complaint (Breach of Contract) in my opinion is well founded in law.

Dated May 20, 1977

J William Bennett
Of Attorneys for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within is hereby accepted in County, State of , on , 19 , by receiving a duly certified copy thereof.

Of Attorneys for

CERTIFICATES OF SERVICE

PERSONAL

I certify that on , 19 , I served the within on attorney of record for the by personally delivering to him a correct copy thereof.

Of Attorneys for

AT OFFICE

I certify that on , 19 , I served the within on attorney of record for the , during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at , Oregon.

Of Attorneys for

MAILING

I hereby certify that I served the foregoing on attorney(s) for on , 19 , by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit: and deposited in the post office at , Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.

Dated , 19 .

Of Attorneys for

J. WILLIAM BENNETT
ATTORNEY AT LAW
[illegible] SUITE 604
[illegible]
[illegible]

ATTORNEY'S NAME, ADDRESS AND TELEPHONE NUMBER

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

FORM No. 100½— STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204 TC

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. [illegible]
Order No. 12

Section Siskiyou Safety Rest Area
Date March 4, 1977
Highway Pacific
F.A.P. No. I-5-1([illegible])10
County Jackson
Prefix 615-1060
Account No.

Description of Work To Be Done: Second Year Plant Establishment Work

Location by Station Numbers: Throughout the project, as needed.

Estimate of Quantities and Costs: For Landscaping Unit: $1,200.00

Approval Recommended as of 12-12-76

Explanation: This order provides for State Forces to perform second year establishment work on this project. Billing is to be on a cost basis to be submitted as the work is performed. Work has FHWA approval.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$[illegible]	
Present estimate of project cost, including $1,200.00 for work under this order	$[illegible]	
Expected under-run / over-run (amount)	$[illegible]	
Expected under-run / over-run (per cent)	[illegible]	

Submitted by: Wm H. M[illegible] Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*79602-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO

FROM: J. H. Versteeg
Road Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

cy - Rubin - pls proceed as outlined - ESH
cc Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

In reply refer to: 1041EC/510.7

SUBJECT: Second Year Plant Establishment

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

[illegible] 12-15-76

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

G. L. Green

1 Versteeg ✓
2 [illegible]
Copy
Copy

RECEIVED DEC 1 [illegible]

1 3 77

RECEIVED
DEC 14 '76
REFER TO

Versteeg
Review ongoing contracts for modifying as outlined.
EO.

[illegible]

8198

15

OREGON STATE
HIGHWAY DIVISION

TRANSPORTATION BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1976

Mr. Cliff H. Paul, President
Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Re: Siskiyou Safety Rest Area
Contract No. 8198

Dear Mr. Paul:

I have received no response to my November 2 letter to you requesting material needed to proceed with a Claims Review Board hearing. What are your intentions in this matter?

Very truly yours,

John A. Bond
Construction Administration Engineer

JAB:fr

cc: R. L. Schroeder
J. X. Wilson
Bill Maude

RECEIVED
C 1 1976

Form 81-734-3122

198

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1976

Mr. Cliff H. Paul, President
Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Re: Siskiyou Safety Rest Area
Contract No. 8198

Dear Mr. Paul:

This will acknowledge your October 28 letter requesting a meeting with the Claims Review Board to review your remaining claims on this project. I must ask that you provide me with a listing of these claims with a brief description of the issue involved on each of them and the money amount which you are claiming. The need for this was mentioned to you at our September meeting in Roseburg. This commitment from you is needed if we are to have an orderly and constructive review of the remaining problems.

I do not believe we could schedule a meeting for any time Thanksgiving week, or the week immediately following. It appears that we could arrange a meeting sometime soon after December 6. Please send me the information requested above and I will contact you further for a specific date.

Very truly yours,

John A. Bond
Construction Administration Engineer

JAB:fr

cc: R. L. Schroeder
J. X. Wilson
Bill Maude

NOTED
R. L. SCHROEDER

RECEIVED
NOV 2 1976
Office
Assistant State Highway Engineer

Form 81-734-3122

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8198

LETTER OF APPROV._ AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-1(85)10

ATE PROJECT NO.
Siskiyou Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-816

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-23-75	8-5-76	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

City of Ashland

GENERAL DESCRIPTION OF WORK:

Furnish and install a water softener for the potable water supply.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☑ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 8 in the amount of $6,730 - Federal Funds $6,200.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-17-76	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction Engineer

ORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

ELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Siskiyou Safety Rest Area

SECTION PREFIX: 615-1061

HIGHWAY: Pacific

COUNTY: Jackson

KIND OF WORK: Grading, Paving and Facilities

OF JOB: Siskiyou Safety Rest Area

CONTRACT NUMBER: 8198

FEDERAL AID PROJECT NUMBER: I-5-1(85)10

TRACTOR: Paul Brothers, Inc.

DATE WORK STARTED: July 7, 1975

ESTIMATED COMPLETION DATE:

E OF CONTRACT: May 23, 1975

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED: 57

ERAGE FORCE ON PROJECT FOR THE WEEK:
EN: 0
SUPERVISION: 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

ROJECT AUTHORIZATION: $ 414,339.25

ENGINEERING AUTHORIZATION: $ 34,023.47

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

XCLUSIVE OF ENGINEERING: $ 380,315.78

ENGINEERING COST TO DATE: $ 54,202.08

DATE PROJECT WAS COMPLETED: July 29, 1976

STIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 402,575.89

PERCENT OF AUTHORIZATION: 159 %

ESTIMATED PERCENT OVERRUN: 6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	94	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,700	170			1,210
TOTAL QUANTITIES CORRECTED TO DATE	1,700	330			1,317
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,602	330			1,317
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT:

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Showers	NA		
MONDAY	2	Showers			
TUESDAY	3	Showers			
WEDNESDAY	4	Showers			
THURSDAY	5	Showers			
FRIDAY	6	Showers			
SATURDAY	7	Showers			

K

RECEIVED
AUG 9 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: I-5-1(85)10 Siskiyou Rest Area

COUNTY NAME: Jackson

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I816

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
Rubi
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: 4-23-75

DATE AUTHORIZATION EFFECTIVE: 8-5-76

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Primary Route 1

GENERAL LOCATION:
City of Ashland

GENERAL DESCRIPTION OF WORK:
Paint restroom building and TIC kiosk and other modifications.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of August 9, and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 at a total estimated cost of $750 - Federal Funds $690.

DATE: 8-12-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8198 15

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Siskiyou Safety Rest Area	WEEK ENDING: August 7, 1976	
	SECTION PREFIX: 615-1061	
HIGHWAY: Pacific	COUNTY: Jackson	
NAME OF JOB: Siskiyou Safety Rest Area	KIND OF WORK: Grading,Paving and Facilities	
CONTRACTOR: Paul Brothers, Inc.	CONTRACT NUMBER: 8198	FEDERAL AID PROJECT NUMBER: I-5-1(85)10
DATE OF CONTRACT: May 23, 1975	DATE WORK STARTED: July 7, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $414,339.25	SPECIFIED COMPLETION DATE: June 30, 1977	PERCENT OF TIME ELAPSED: 57
EXCLUSIVE OF ENGINEERING: $380,315.78	ENGINEERING AUTHORIZATION: $34,023.47	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $402,575.89	ENGINEERING COST TO DATE: $54,202.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN 6 %	PERCENT OF AUTHORIZATION: 159 %	DATE PROJECT WAS COMPLETED: July 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	94	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0.15				
MILES COMPLETED		0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,700	170			1,210
TOTAL QUANTITIES CORRECTED TO DATE	1,700	330			1,317
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,602	330			1,317
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Showers	NA		
MONDAY	2	Showers			
TUESDAY	3	Showers			
WEDNESDAY	4	Showers			
THURSDAY	5	Showers			
FRIDAY	6	Showers			
SATURDAY	7	Showers			

K

RECEIVED
AUG 9 1976
CONSTRUCTION SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Gunn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

On August 3, 1976 a second notification, effective July 29 was issued for the project. The only work remaining is some minor repair work which the contractor has requested to do at the same time that he will be on the project to do some replanting this fall. This has been agreed to by the resident engineer. There will be no weekly reports until this work is begun. Work has begun on the semi-final estimate.

SIGNED Wm H. Maude
Wm.H.Maude
LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8141

13

JAP 'r ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Alfred Shirley, Jr.
C. T. Keasey
L. W. Rulien
V. E. Skoog
George Bell

DATE: July 14, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Siskiyou Safety Rest Area
Contract No. 8198

An overrun of 5.9 percent, just slightly over the five percent allowable on this size project, is now confirmed. The original contract work is virtually completed and the landscape work is now in the establishment period for this summer.

Engineering is expected to overrun. This Interstate project includes a variety of work with 60 bid items covering roadwork, drainage, irrigation system, landscaping, building remodeling and one new building, sewage disposal system, water supply system and illumination. This kind of work requires close inspection and engineering on relatively low money volumes of production and, in addition, the contractor has made several claims on this project which require extra effort to analyze.

Even with all this, we could have stayed within an allowable overrun except for one item. The largest extra order cost almost $17,000 to explore the cause and repair a sinkhole which appeared on the ground surface at the south end of the project in an existing lawn area. Since it was within the project limits and the contractor had suitable equipment readily available, the correction of the problem was pursued as a part of this contract. The cause was found to be at the slip plane of an older ground movement intersected by a deep culvert installed on a previous project and the culvert had separated. We are trying to substantiate federal participation for this order, but there is some doubt whether it will be eligible.

Your approval is requested for an increase of $24,546.58 to a new total project authorization of $438,885.83. This item will be on the agenda for your consideration at the July 27 meeting.

FILE: CON 5 #8198

-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 13, 1976

SUBJECT: Siskiyou Safety Rest Area
Contract No. 8198
Request for Additional Authorization

M: John A. Bond
Construction Administration Engineer

: E. S. Hunter
Deputy State Highway Engineer

An overrun of 5.9 percent, just slightly over the 5 percent allowable on this size project is now confirmed. The original contract work is virtually completed (June 30 was the required completion date), and the landscape work is now in the establishment period for this summer.

Engineering is expected to overrun. The project includes a variety of work with 60 bid items covering road work, drainage, irrigation system, landscaping, building remodeling and one new building, sewage disposal system, water supply system and illumination. This kind of work requires close inspection and engineering on relatively low money volumes of production and in addition, the contractor has made several claims on this project which are still not resolved.

Even with all this, we could have stayed within an allowable overrun except for one item which is rather unique. The largest extra order is E.W.O. 8 which has required a supplemental authorization bringing it to a total of almost $17,000 to explore the cause and repair a sink hole which appeared on the ground surface at the south end of the project in an existing lawn area. Since it was within the project limits and the contractor had suitable equipment readily available, the correction of the problem was pursued as a part of this contract. The cause was found to be at a slip plane where a culvert which had been installed on a previous project separated. We are getting more information to try to substantiate federal participation in this order, but there is some doubt whether it will be eligible.

A rough draft letter to the Transportation Commission is attached requesting an increase of $24,546.58 to a new total project authorization of $438,885.83.

RECEIVED
STATE HWY ENGR
JUL 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JAB:fr

Att.

cc: Robert Church

Form E-372 (Rev. 12-70)

Kelsey
Richmond
Richards
Glenn
Berg

RECEIVED
MAY 21 1976
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project: Siskiyou Safety Rest Area

Highway: Pacific

Date: May 17, 1976

County: Jackson

Contract No.: 8108

Kind of Work: Grading, Paving & Etc.

Contractor: Paul Brothers, Inc.

	Authorized	Estimated
Contract Amount	$392,038.50	[illegible],812.69
Anticipated Items	6,000.00	[illegible],654.57
Contingency (4½%)	17,011.73	[illegible],357.64
Engineering	34,003.47	[illegible]
Credits	(14,734.45)	([illegible],734.45)
PROJECT COST	$414,339.05	[illegible],385.83

NET INCREASE $ 24,5[illegible]6.58 OR 5.9 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(c) B.I. 10 1"-0 Aggregate Base	[illegible]	+2,605.00
(c) B.I. 11 Class B A.C. Asphalt	[illegible]	+3,080.[illegible]
(c) Engineering	[illegible]	[illegible]
(u) E.W.O. 2 Insulate Relief Pipe	[illegible]	+12,140.07
(u) E.W.O. 5 Remove Rock at Bldg Site	2,015.00	+2,015.00
(u) E.W.O. 7 Exhaust Vents for Toilet Bldg	620.11	+620.11
(u) E.W.O. 8 Explore and Repair Hole	180.00	+180.00
(u) E.W.O. 9 Set Up Deep Well Install Pump	16,602.21	+16,602.21
	[illegible]	+1,742.99

Principal reasons for overruns (Continue on reverse side): On this contract numerous unanticipated changes were necessary to enable the finished project to be a functional and esthetically pleasing addition to the existing rest area. It was also necessary to have at least two inspectors working closely with the contractor at all times. (over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by: Resident Engineer

Noted by: for Construction or Bridge Engineer

Confirmed by: Regional Engineer

Noted by: ~~Deputy or~~ State Highway Engineer

P*68727-734

This greater than normal amount of inspection was due to the variety of work being done, such as grading, paving, building construction and remodelling, water and sewer lines, illumination, etc. There was also a great deal of time spent in interpretting the plans and specifications on the project in an attempt to avoid a larger number of claims by the contractor.

8198 1-5

Salem, Oregon
June 22, 1976

Merlyn Anderson
Landscape Designer

Bill Maude
Resident Engineer

Landscape Inspection
of Siskiyou Safety Rest
Area, 6-18-76

The following is a list of items that I feel should be corrected prior to the beginning of the establishment period:

1. I noticed several shrubs and trees that were dead and/or showed signs of dying. These should be replaced.

2. Several of the Manzanita Shrubs had not been properly cared for and the leaves were infested with chewing insects. Suggest the plants showing signs be replaced.

3. The plans specify 18"-24" Manzanita Shrubs. The average size of these shrubs should be close to mid-point between the designated size. Most of the plants planted are minimal. Suggest any plants smaller than 18" or questionable be replaced.

4. The irrigation system does not provide adequate coverage in some shrub areas. Justin Vincent, our irrigation designer, will review the system in the field and provide you with his recommendations as to corrective alternatives.

MAA:az
cc: Alfred Shirley

a.m.c.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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JUN 24 1976
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#8198

5-1-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-1(85)10
STATE PROJECT NO.
Siskiyou Safety Rest Area

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-816

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 24 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED
4/23/75

DATE AUTHORIZATION EFFECTIVE
5/10/76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Pacific Highway Route 1

GENERAL LOCATION:
City of Ashland

GENERAL DESCRIPTION OF WORK:
Payment to City of Ashland for capital reimbursement costs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Capital reimbursement costs $3,035, Federal funds $2,800.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's 5/11/76 letter and based on information submitted under your State Force Order #6 you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/10/76	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976

8171 1-5

Salem, Oregon
May 5, 1976

Thomas L. Savage
Thomas L. Savage
Landscape Engineer

Siskiyou Safety Rest Area

Bill Maude
Resident Engineer

I talked with your assistant resident Vern Neiswanger on April 29. He indicated many of the Salal that Paul Bros. proposes to plant are 6"-9" spread. Our plans call for 12"-15".

Our office checked with a number of wholesale nurseries for availability and price of Salal. Sufficient quantities are not available at this time.

The average price of the different sizes are as follows:

12"-15"	$2.45
6"- 9"	1.04
	$1.41 Average Difference

I recommend you negotiate a price agreement based on this information.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 6 - 1976
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Other

TLS:az
cc: A. Shirley

8198

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 8198

Salem, Oregon
May 5, 1976

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT:
Rest Area Revisions
Siskiyou Safety Rest Area
Jackson County

In response to Mr. Versteeg's letter of April 16, 1976, we have attempted to enhance the appearance of the expanded Siskiyou Safety Rest Area. We have made architectural studies of the rest area as presently planned and propose two changes.

Of these two proposed changes, the proposal to paint the TIC kiosk and luminaire poles and change the skylight lens is the most practical now. Later on the TIC kiosk may be moved to its originally planned location on the plaza. To accomplish the immediate work, we submit the following color schedule and skylight lens change.

1. Stain TIC kiosk roof
   One coat - Cedar Tan - Rez Solid
2. Stain TIC kiosk panels
   (To be determined in field)
   One coat - Cedar Tan - Rez Solid Color Latex Stain
3. Restain Luminaire poles
   One coat - Rustic Bark (77-406) - Rez Solid Color Latex Stain
4. Repaint fascia and gutters of toilet bldg. and info bldg.
   One coat Enamel Undercoat
   One coat Semigloss Enamel - White color to match fascia of kiosk
5. Paint skylight frames and roof accessories
   One coast Nonferrous Metal Primer
   Sherwin Williams Zinc Chromate B-50-Y-1 or approximate equal
   One coat Flat Enamel - match exterior trim (Olympia 711)
6. Replace inner acrylic dome of toilet building skylight
   Color - Bronze 2412
   - Pam Plastic Skylights Model No. 160 Cat. No. 4646
     Curb Dim. 46 1/4" sq.
   Supplier - W. H. Cress Co., Portland, Oregon

These replacement domes are $150 each with a delivery time of eight weeks minimum. An alternate to this would be to replace the inner dome with flat Plexiglas sheet from Rohm and Haas stock (Meriwether, Inc., Portland, supplier) and cut to size. Estimated cost of the material is $50 each. Color should be Bronzetone Translucent.

Attached is an estimate of cost for the initial items. An architect's rendering of the remodeled buildings is being sent to the Regional Engineer.

GJB:ag:dh
Enclosure

cc H. S. Coulter
G. L. Green
J. H. Versteeg
Alfred Shirley /w/ attach.
William Maude
T. L. Savage

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REST AREA REVISION

SISKIYOU SAFETY REST AREA
JACKSON COUNTY

ESTIMATE

1.	Stain kiosk roof and miscellaneous panels	$ 150
2.	Restain luminaire poles	460
3.	Repaint fascia and gutters on toilet bldg. and information building	200
4.	Paint skylight frames and roof accessories of toilet building and information building	80
5.	Change skylight lens (dome) of toilet building Material 8 x 150 = $1,200 Labor = 200	1,400
5.	(Alternate) Change skylight lens (flat plate) of toilet building Material 8 x 50 = $400 Labor = 200	(600)
	Total	$2,290
	Total (Alternate)	($1,490)

FORM 81-734-3030

1-5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 16, 1976

FILE:

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Siskiyou Safety Rest Area

TO: Alfred Shirley, Jr.
Region 3 Engineer

The Siskiyou Safety Rest Area looks disorganized and a little tacky. The Bridge Section and Landscaping Unit are reviewing this project to see what can be done to enchance the building complex.

They will probably want to move the TIC Gazebo to the planned location. I would agree that this should be done if that will bring things more into balance.

Walt Hart has generously agreed to be responsible for the enhancement effort. If you have any suggestions, please contact him.

1 Versteeg ✓
2 Olson
3 Christensen
ott
Swenson
Savage
Trout

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JHV:jh
cc: H. S. Coulter
W. J. Hart
C. T. Keasey
Tom Savage

URG REGION
EIVED
76

4-27-76

CC: J.H. Versteeg – other than moving the Gazebo we have no suggestions at this time. Will keep looking at it. J.X.W.

2179

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1976

FILE:

Thomas L Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: Siskiyou Safety Rest Area
Jackson County

TO: MEMORANDUM TO THE FILES

On April 21, 1976, Merle Anderson and I visited the Siskiyou Safety Rest Area. We met and talked with the state inspector on the project.

We concur with Gordon Ballard that clutter of buildings can be eliminated by moving the T.I.C.O. building back to its' planned position.

We discussed landscape construction problems of the rest area with the inspector. The resident engineer and his staff are doing an excellent job of working these out.

TLS:jh
cc: Alfred Shirley, Jr.
Bob Ellison
William Maude

1 Versteeg ✓
2 Olson
Swenson
Trout

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8198 1-5

Salem, Oregon
April 20, 1976

Justin C. Vincent
Irrigation Engineer

William H. Maude
Resident Engineer

Controller
Siskiyou Safety Rest Area
Jackson County

As per your phone call the week of April 5-9, 1975, I have searched our files and can find no copy of a list of materials submitted for approval, which the contractor should have done, prior to installation of any materials. I feel that the contractor should take no advantage of this omission of a controller station on the plans. See standard specifications, article 105.04, page 27.

I will have to base the cost difference in controllers strictly on list price between an 8 station and an 11 station controller.

1-RC-8 Controller	$384.00	
2-RC-11 Controller	572.00	
	$188.00	Difference

Extra for wiring will have to be negotiated between yourself and the contractor.

JCV:jh
cc: Alfred Shirley, Jr.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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FORM 81-734-3030

1-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 16, 1976

FILE: CON 8198

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to the File

SUBJECT:
Siskiyou Safety Rest Area
Jackson County

On Tuesday, April 14, Don Heyen and I went to the Siskiyou Safety Rest Area to meet with Bill Maude (Resident Engineer) about complaints on the appearance of the Safety Rest Area.

We took pictures and thoroughly inspected the construction with the Resident Engineer and the contractor, Paul Bros. When these pictures are developed, we will do a study and make recommendations.

On the surface it appears that the situation caused by the clutter of buildings can be eliminated by moving the Travel & Info Kiosk back to its planned position below the plaza area. The impact of the luminaire poles can be lessened by repainting them a darker color. The skylights in the new toilet building can be changed to a dark color to match the red cinder built-up roof. This would be a special order but would make the skylights as unobtrusive as possible. There are available flat panel skylights that could be installed here.

The water supply system has a "bug" in it and to correct it I've asked the Resident Engineer to remove the pressure regulator valve on the reservoir supply by-pass line.

The pump motor starter is causing trouble. We have researched this and found that the starter specified is adequate though borderline. The motor rating is stated to be 44.6 amps. A meter indicates a reading of 48 amps. I've recommended that the Resident Engineer call the pump manufacturer's representative and have him take a look at the installation.

The sewer line to the City of Ashland seems to be air locking. I've talked to the Resident Engineer about testing this line and arrangements will be made for testing about the first of May. Tentatively we are looking at installing air release valves every 1,000 feet for the first one-half mile.

I must say that I think the new toilet building layout and color scheme is very good and any adverse effect caused by the outside appearance of the skylights is more than compensated for on the inside through improved lighting.

RECEIVED

GJB:dh
cc R. W. Ellison
J. H. Versteeg
A. C. Harwood
Alfred Shirley
William Maude

TLS

FORM E 30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 16, 1976

TO Dora Bowman

FROM Victor B. Fryer
Travel Information Officer

SUBJECT Opening Date for Siskiyou Information Center

I have been in touch with Bill Maud, resident engineer for the construction project at the Siskiyou rest area and he tells me that the remodeling job on the Information Center building will not be completed in time for opening the center on May 1. It is his estimate that the building will be ready before use by May 10. Although there still may be some painting and finishing work to do after that time.

For now we should tentatively plan on opening the center on May 10, depending on how the construction progresses. I understand there is some problem with the water supply, but that should be solved soon. Once that is solved they can move rapidly on the remodeling of the Information Center building.

Depending upon the progress in the remodeling, you may wish to start a day or two ahead of the opening date (perhaps with one of your other staff members) to get your literature and office supplies in order for the opening. Work out with Frankie the details of actually starting to work at the center.

Operation of the center may be a little rough and dusty for the first month or so, Bill Maud tells me that there still will be considerable construction equipment in the area probably at least until July and it may tend to restrict traffic flow somewhat. When the job is completed however, it should be a much nicer rest area and obviously it will be a pleasure for you and your staff to have the improved facilities and additional room in the center.

Vic

cc: ✓Scott Coulter
George Thornton
Bill Maud
Frances Bell

NOTED
H.S. COULTER

RECEIVED
[illegible]
Office of
Assistant State Highway Engineer

81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8128

Order No. 5

Section Siskiyou Safety Rest Area

Date April 15, 1976

Highway Pacific

F.A.P. No. I5-1(85)10

County Jackson

Prefix 615-1061 Account No.

Description of Work To Be Done: Payment to the City of Ashland for hookup into city sewer system and installation of a metering device.

APPROVED EFFECTIVE DATE 4-27-76
Contingent upon modification of project agreement if additional funds are required.
BY D. K. Hossner
TITLE Dist Engr
DATE 4-28-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Northbound 1577+92

Estimate of Quantities and Costs:

Per attached invoice #1687

Sewer Connection	$650.00
Metering Device	800.00
Total	$1450.00 *

Per call to Finance Director, City of Ashland, charges reduced to $1425.00 as per terms of agreement of July 29, 1975.

Explanation: There was no provision in the project authorization to cover the costs of hooking into the city's sewer system. A supplemental agreement was written to cover the costs of hookup and capital reimbursement of $3050.00. The capital reimbursement is being handled seperately.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 414,339.25

Present estimate of project cost, including $ 1425.00 for work under this order $ 426,779.54

Expected ~~under-run~~ over-run (amount) . . . . . . $ 12,440.29

Expected ~~under-run~~ over-run (per cent) 3

Space to right of this line is for use of Salem Office

Submitted by: W. H. Maude W. H. Maude, Resident Engineer

Approval Recommended: For Construction Engineer or Region Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

8198

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 2, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-1(85)10
Siskiyou SRA
Well Water Filtration System

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTE

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Ellison's February 25 memo to Mr. Shirley requests FHWA approval to include by PA a water filtration system made by Farwestern Equipment and Chemical Company. During the summer months the sulfate content of the SRA's well exceeds the maximum allowed by the Oregon Health Division and U. S. Public Health Service's standard on drinking water.

In order to meet the drinking water standards and since similar equipment from other sources cannot be found, we concur with the installation of the filtering system as proposed by Farwestern Equipment and Chemical Company.

G.K. Hessner
for G. L. Green

RECEIVED
STATE HWY ENGR

APR 6 '76

REFER TO [illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8171

Salem, Oregon
March 24, 1976

Siskiyou Safety Rest Area

Thomas L. Savage
Landscape Architect

William H. Maude
Resident Engineer

The proposed additive fertilizer 22-16-8 for the mix design of the soil conditioner at the rates specified in their request to you is considered an approved equal. The 22-16-8 fertilizer should be in accordance with Section 781.02 of the Standard Specifications.

TLS:jh

Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

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MAR 24 1976
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Medford, Oregon
August 15, 1977

George T. Thornton

FROM: George T. Thornton
District Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Siskiyou Rest Area
Travel Information Center
Sprinkler Complaint

As per your note on Dick Altoff's letter of July 28, 1977, to Scott Coulter the sprinklers were checked out at the Siskiyou Rest Area regarding the alleged complaint that when the sprinklers were on they sprayed into the Information Center.

Section Supervisor Carl Hiatt, checked the system out and advises none of the sprinklers are causing a problem or are directed into the Information Center.

It is assumed that when they are on and the wind is blowing fairly hard some spray may be carried onto the Information Center floor. This will be watched in the future and is adjustments are warranted they will be made at that time.

GTT:rs
CC: Carl Hiatt
Attachments

RECEIVED
STATE HWY ENGR
AUG 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/22/77
cc: H.S. Coulter ✓
for ur info –

7198

File CON 8198

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 16, 1975

Mr. Dick Althoff
General Manager
Travel InfoCentres of OR, Inc.
1730 SW Skyline Blvd.
Portland, OR 97221

Dear Mr. Althoff:

InfoCentres Kiosk
Siskiyou SRA
Jackson County

Enclosed are two prints of the location of the InfoCentres' Kiosk at Siskiyou SRA. This location and use of the retaining wall around the building slab have been approved by Mr. Coulter.

We have forwarded a copy of this print to the Resident Engineer (Bill Maude) for his use.

I understand that costs associated with installation of the kiosk are the responsibility of InfoCentres, Inc.

Very truly yours,

Walter J. Hart
Bridge Engineer

NOTED
R. L. SCHROEDER

R. W. Ellison
Bridge Administration Engineer

GJB/ag
Encls.
cc H. S. Coulter
A. Shirley w/encl.
W. Maude

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-30 (REV. 10-69)

15

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1975

To: J.H. Versteeg
Design Engineer

SUBJECT: Siskiyou Safety Rest Area and Information Center

A small rest area was constructed on the Siskiyou section in 1951, before construction of the new highway.

A study was made to determine a location that would be suitable for a new rest area. The present area was chosen, after other sites were studied, because it was the only spot with ample room that would also serve as an information center. The parking area and entrance and exit ramps were constructed by a price agreement under the construction contract. The policy has been to establish the rest area and information centers at entrances to the state of Oregon. We have one at Brookings, Ontario, Midland, and Interstate Bridge, where tourist can inquire about and receive information about Oregon. Others are planned for I-82, Gateway, and New Pine Creek.

The site that was chosen for Siskiyou is 10 miles from the California-Oregon border, and 21 miles north of the Klamath River Rest Area development in California.

The Siskiyou site has a good background of native trees and a spectacular view of the valley.

In 1974, from May 1 to Oct. 30, 71,800 people stopped at the information center to pick up information about Oregon.

Siskiyou Safety Rest Area was included in the projects requiring expansion. The expansion included adding some extra car parking spaces, updating water and sewage disposal systems; but mainly remodeling the existing toilet building and information center to provide more space as requested by Vic Fryer, Travel Information Director, and construction of a new toilet building.

The contract for the expansion was awarded May 23, 1975, for $372,000. It contains all the advantages required.

A new port of entry was opened in December, 1974, at a cost of approximately $1,000,000 so to abandon the Siskiyou site and build a new one would cost at least that much or more with no feasible place to locate.

Roy E. Olson
Landscape Engineer

/ Versteeg ✓
Scott
Swanson
R. Olson
Trout

RECEIVED
JUN 2

Copies to Wolke, Hunt, [illegible]

Form FHWA 121 (Rev. 5-73)
8198

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

8

SUBJECT: Oregon Project I-5-1(-)12
Siskiyou Safety Rest Area
Information Plaza

DATE: June 6, 1975

In reply refer to: 1041DB

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Approval is granted to permit construction of an information plaza in the northbound safety rest area as requested in Mr. Coulter's June 4, 1975 letter.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 9 '75
REFER TO
Coulter
FOR

DATE June 4, 1975

TO Glen L. Green, Division Engineer, FHWA
Attention: Mr. E. J. Valach

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Information Plazas

As you know, Travel InfoCentres of Oregon, Inc. is continuing work under their contract with the State and the Travel Information Council for construction of additional information plazas.

Attached are sketches depicting the location of the next four structures on the I-5 system to provide tourist information to northbound traffic at the Siskiyou, Gettings Creek, and Santiam Rest Areas and information to southbound traffic at the Oak Grove Rest Area.

As part of our process in working with Travel InfoCentres to determine the proper location for a plaza within a rest area, a joint field review has been made by representatives of our Landscape Design Section in company with the Travel InfoCentres people. Sites are selected that will best provide service to the motoring public without disruption of existing activities. Cost for construction and any adjustment of existing facilities must be borne by Travel InfoCentres.

Your consent to our permitting construction of these plazas is requested.

Att.

HSC:ia

bc F. B. Klaboe
A. E. Johnson
Jack Sollis
Roy Olson
Patty Calcaterra

OREGON STATE HIGHWAY COMMISSION

Form 81-734-3457

PPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: 17301

Name and Address of Applicant:

Travel InfoCentres of Oregon
5261 SW Westgate Drive #106
Portland, OR 97221

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Pacific Highway, No. 1 (I-5) Jackson county, at the ~~between/or/near~~ Siskiyou Safety Rest Area, xx, as shown on the map or plan attached hereto and by this reference made a part hereof.

☐ Construct, operate and maintain a pole line.

☐ Construct, operate and maintain a buried cable.

☐ Construct, operate and maintain a pipe line.

Highway Ref. Map No.

☐ Erect and maintain a non-commercial sign.

☒ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to	Mile Post	ENGINEERS Station	to	Station	Side of Hwy or Angle of XING.	DISTANCE FROM Centerline	R/W Line	BURIED CABLE OR PIPE Depth	Size and Kind	Span Length

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Distance from Shoulder	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Construct, operate and maintain a Tourist InfoCentre Structure No. 2 within the Siskiyou Safety Rest Area, Mile Point 10.14, as shown on the attached exhibit map.

Recommended for approval:

District Engineer

Regional Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: Travel InfoCentres of Oregon
By: Dick Althoff
General Manager
Date of Application: 6-3-75

OREGON STATE HIGHWAY COMMISSION
By:
Utility Permit Engineer
Effective Date: 6-3-75

SP*79695-734

GENERAL PROVISIONS

The appropriate General Provisions contained in "Oregon State Highway Commission, GENERAL PROVISIONS, for Pole Line, Buried Cable, Pipe Line, Non-Commercial Signs, and Miscellaneous Operations and/or Facility Permits, July, 1969," as supplemented and modified by the following Special Provisions, shall apply to this permit, and by this reference are made a part hereof. It shall be the obligation of the applicant to obtain said General Provisions from the Commission and to determine which of the various provisions are applicable before commencement of work under said permit.

SPECIAL PROVISIONS

1. The section of highway involved has/~~has not~~* been designated as a Freeway.
2. The section of highway involved ~~does~~/does not* require a permit from the United States Forest Service.
3. General Provision V, A regarding insurance shall/~~shall not~~* apply during the initial installation of facilities.
4. General Provision V, B regarding bond ~~shall~~/shall not* apply during the initial installation of facilities. Bond in the amount of $________ is required.
5. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of the highway:
   a. ( ) All crossings covered by this permit.
   b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ________ feet from the toe of the fill slope or outer edge of surfacing will not be permitted.
6. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of intersecting roads or streets, road approaches or driveways:
   a. ( ) All such crossings covered by this permit.
   b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ________ feet from the toe of the fill slope or outer edges of the surfacing will not be permitted.
7. Open cutting of the paved or surfaced portion of the highway under General Provision VI, I ~~is~~/is not* permited.
8. Construction, operation and maintenance of the facilities covered by this permit shall be in accordance with the Agreement between the Travel Information Council, the Highway Division, Department of Transportation, and the Travel InfoCentres of Oregon, Inc., dated June 26, 1974, which agreement by this reference is made a part hereof.
9. Color & Design, Inc., acting as applicant's contractor, will make the initial installation of the structure.
10. Applicant is advised that the facility covered by this permit is within the limits of a proposed and active highway project for expansion of the Rest Area. Applicant shall coordinate work through the Highway Resident Engineer and/or Highway District Engineer so as to avoid conflict with the Highway Division contractor.
11. Applicant is responsible for providing underground electrical service connections to the appropriate source. Detailed location of said connections shall be approved by Highway District Engineer George Thornton, 2692 N. Pacific Hwy, Medford, Phone 779-5681, prior to installing same.
12. Related public telephone installations shall be made by the appropriate telephone company under separate permit obtained by said telephone company.
13. The permit administrative fee is waived.

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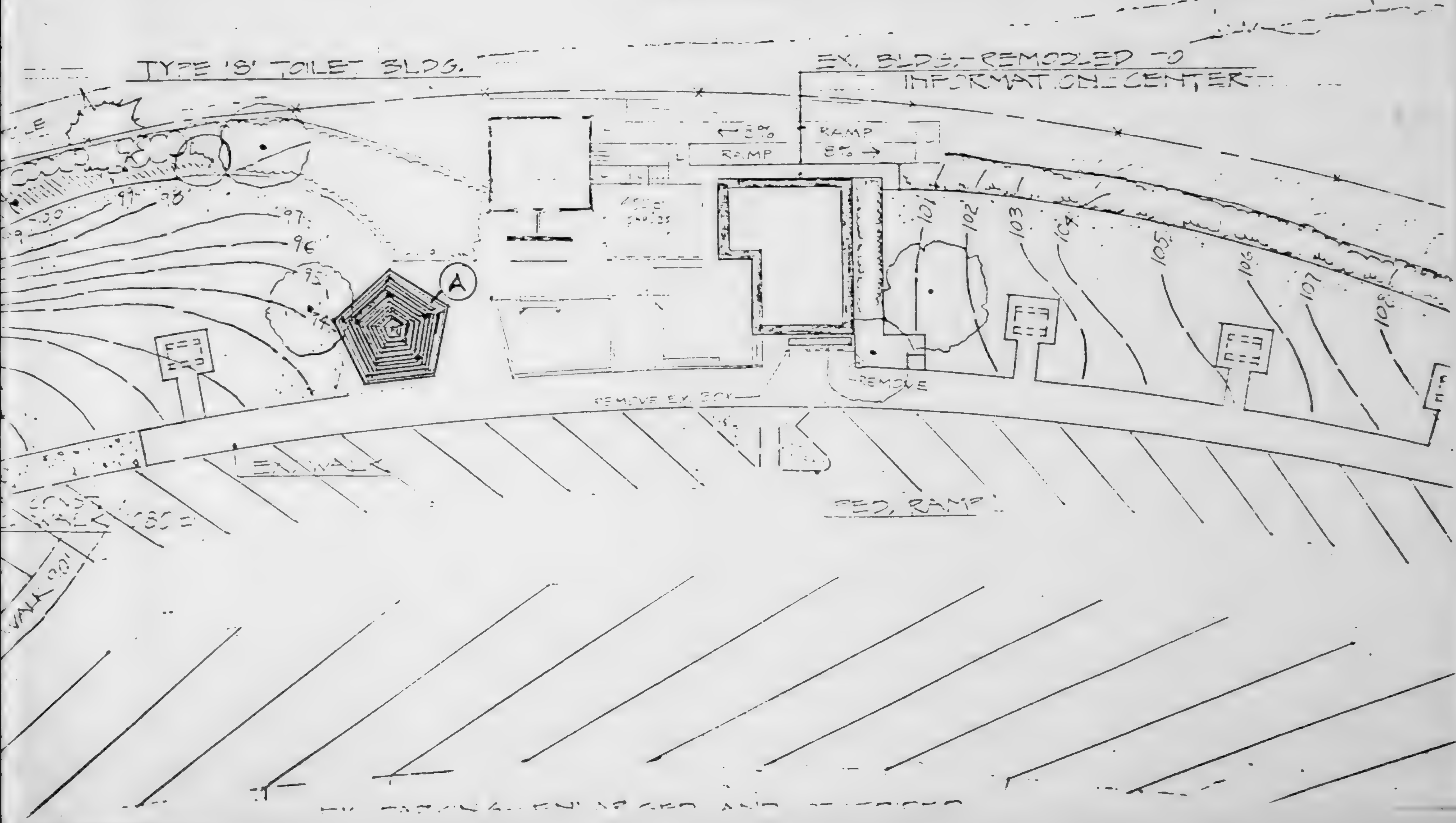
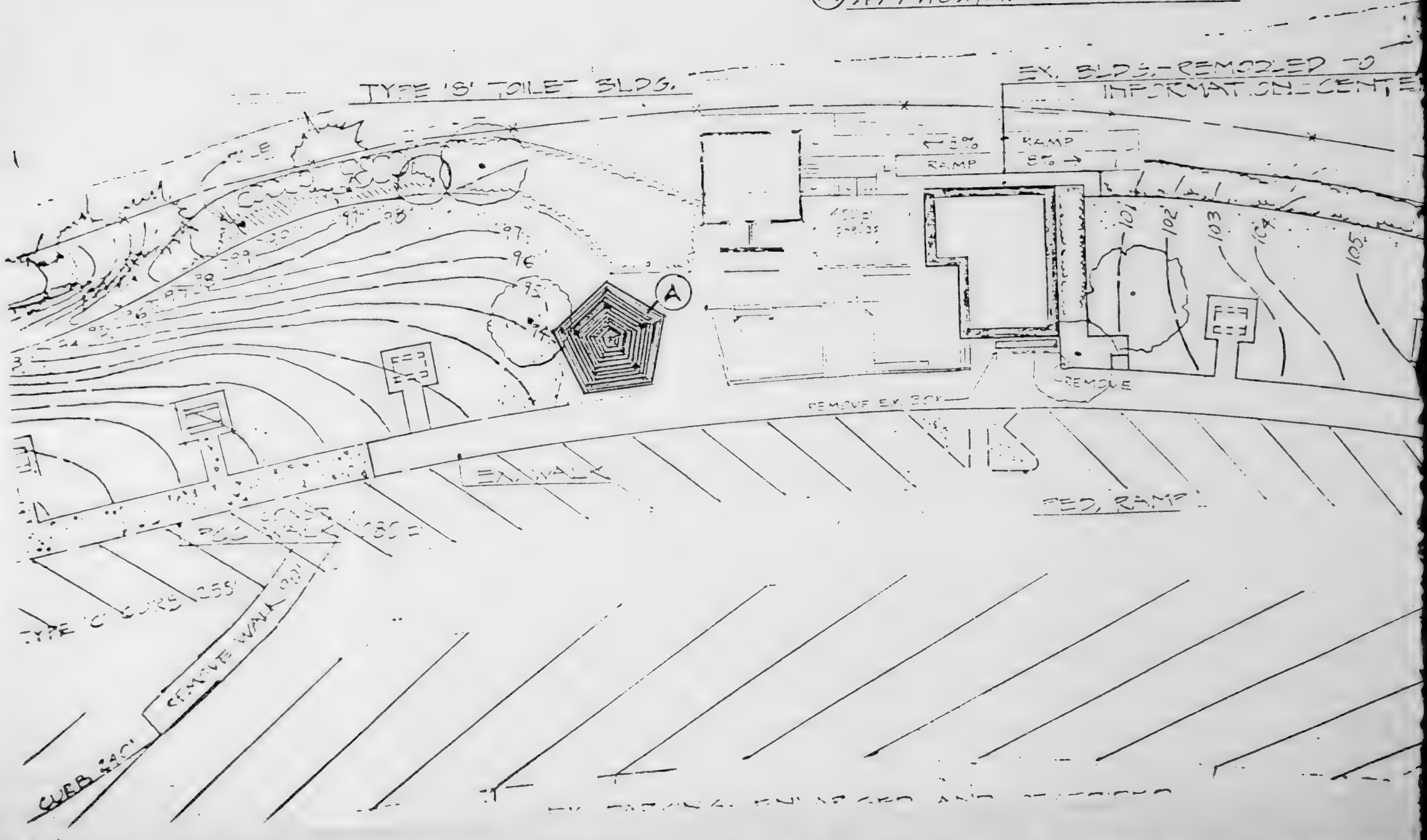
*Strike out word or words not applicable

SISKIYOU SAFETY REST AREA
EXPANSION SCHEDULED
MAY 22, 1975
Ⓐ APPROXIMATE LOCATION



SISKIYOU SAFETY REST AREA
EXPANSION SCHEDULED
MAY 22, 1975
Ⓐ APPROXIMATE LOCATION



OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8128

Order No. 2

Section Siskiyou Safety Rest Area

Date June 9, 1975

Highway Pacific

F.A.P. No. I-5-1(85)10

County Jackson

Prefix 615-1061 Account No.

Description of Work To Be Done:

Permanent Signing

Approval Recommended as of 6/13/75

APPROVED EFFECTIVE DATE 6/13/75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
TITLE Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Labor	$1,500.00

Explanation:

Item anticipated and provided for in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$114,339.25
Present estimate of project cost, including $1,500.00 for work under this order	$0
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

8198

4-30-75

R

U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: I-5-1(85)10

STATE PROJECT NO.: Siskiyou Safety Rest Area

FROM:

G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I 816

COUNTY NAME: Jackson

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Ac ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 23, 1975	April 23, 1975	Interstate Route 5

STATE ROUTE NUMBER: Pacific Highway Route 1

GENERAL LOCATION:

I-5, 1.8 miles south of South Ashland Interchange

GENERAL DESCRIPTION OF WORK:

Safety Rest Area Expansion

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent pavement striping	$ 2,000
Temporary Erosion Control	150
On the Job Training	800
Adjust Sprinklers	300
Building Permit Fees	750

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 letter and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-5-75
ORIGINAL TO
L.W. Rulien
Watt.

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 4-30-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8198

Transaction Number 4-101

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	4-18-75
BY (Signature)	L. W. Rulien's April 15, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 816 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
816	I-5-1(85)10	0.0	490,000	452,000	Siskiyou Safety Rest Area. Jackson County State of Oregon	Safety rest area expansion

RECEIVED
STATE HWY ENGR
APR 22 '75
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act

REMARKS (Division)

4-23-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

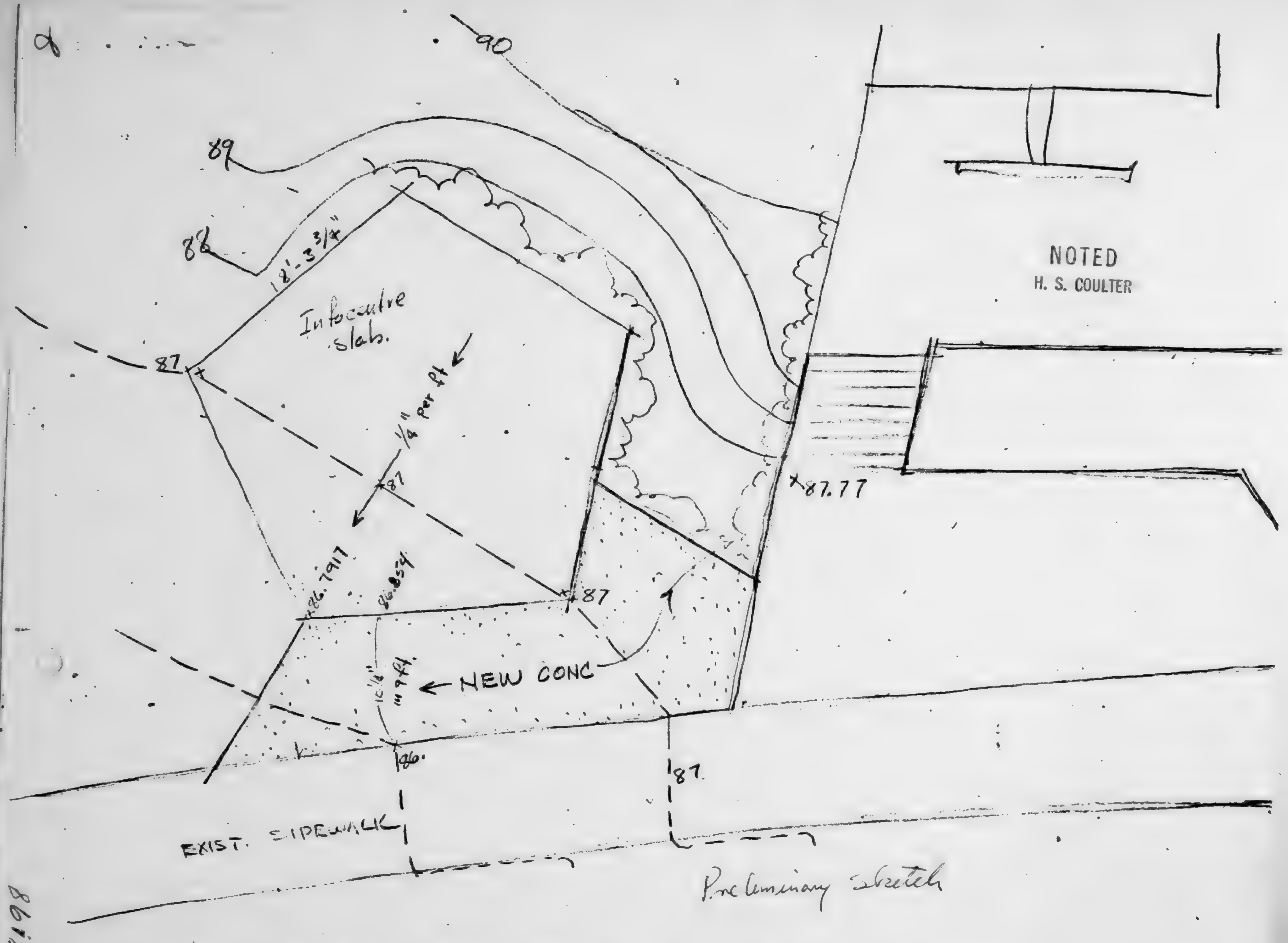
RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-18-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8



NOTED
H. S. COULTER

Preliminary Sketch

8198

Siskiyou SRA - Info Center - revised location

3198

R

PRO 6-2✓

Robert W. Straub
xxxxxxxxxx

April 15, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-1(85)10

We are submitting program data for one project, Item No. 816, Project No. I-5-1(85)10, "Siskiyou Safety Rest Area," which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

Copies of the State Clearinghouse and District 8 Clearinghouse A-95 letters of approval were previously submitted with our request for location/design approval.

Encl.

JR:ljt

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. April 15, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, 1.8 mi. S. of S. Ashland Intchge. 21 65	ADT	PRESENT 7,900	FUTURE 13,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STA COD 41 (2)

										PROJECT NUMBER		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Rest Area Expansion 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER 5-1 7	SEQ. NO (85)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Jackson	CODE 029 (14) (16)
	NAME OF URBAN AREA - - 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32) · STATE | (35) (37) · U.S. I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			Expan rest consi of ad comfo faci sewe suppl scapi syste other commo proje
5					PE		I-5, 1.8 mi. S. of S. Ashland Intchge.						
5					ROW								ROW - Acces Parki comp
5					CONST (CODE) Y021 Y022		"Siskiyou Safety Rest Area"	0.0	490,000	452,000	38,000		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	490,000 (16) (23)	452,000 (24) (33)	38,000
1	14	PROGRAM APPROVAL DATES					

REMARKS Additional Data: Item Nos. 294
Project Nos.: I-5-1(49),(59) &
respectively,.

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

April 15, 1975

PROJECT LOCATION (45 typewriter spaces): I-5, 1.8 mi. S. of S. Ashland Intchge. 21 65

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	7,900 (66)	13,500 (70)	(71) 95 (72)	10	Oregon	(2) 41 (3)	(4) 042 (9)	(14) 816 (18)

SED WORK (35 typewriter: Area Expansion 62

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
(63) (65)	(66) (68)	(69)	(70)	(71) (72)	(73) (74)	(78)

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
14 I- 23	7 5-1 13	(85)	(24) 10 (26)	27

NDS: Interstate

- -

COUNTY NAME: Jackson

CODE: 029 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: | (36) — U.S.: (37) I-5 (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
PE		I-5, 1.8 mi. S. of S. Ashland Intchge.						Expansion of existing rest area facilities consisting of const. of add'l. parking area, comfort & convenience facilities, sanitary sewer main, water supply system, landscaping, irrigation system, illum., & other incidental work common to this type project. ROW - 250' normal; Access Control -full; Parking Restrictions-complete.
ROW								
CONST (CODE) Y021 Y022		"Siskiyou Safety Rest Area"	0.0	490,000	452,000	38,000		
BY		PROJECT TOTALS	0.0	490,000	452,000	38,000		
				(16) (23)	(24) (33)			

APPROVAL DATES

REMARKS Additional Data: Item Nos. 294, 404 & 733;
Project Nos.: I-5-1(49),(59) & (82)
respectively,.

(over)

USCOMM DUSCOMM-DC 48905-P61

SISKIYOU SAFETY REST AREA
PROJECT NO. I-5-1(85)10

REMARKS-cont'd.

PROJECT DATA: The proposed project is for expanding the facilities of the existing rest area with the work consisting of construction of additional parking area, toilet facilities, sanitary sewer main (with appurtenances) connected to Ashland sewer system, water supply system (including reservoir, pumps, pump house and storage building), landscaping, irrigation systems, illumination, picnic facilities and other incidental work common to this type of motorist service.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review letters of approval dated June 22, 1971 and June 28, 1971, respectively.

FHPM 7-7-2 Requirements: Negative Declaration concurred in by FHWA on June 25, 1971.

FHPM 7-7-5 Requirements: (a) Public Hearings---None required under provisions of paragraph 6c.
(b) Location/Design---Granted by FHWA under memorandum dated July 27, 1971.

Unusual Circumstances: Cost of converting the existing combination toilet building and information center to only an information center will be non-participating with appropriate credit allowed for FAI funds expended for the original construction of the building.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 4.

Data for PR-37B: On ROW-1, ROW-F; Sanitary Facilities-Y.

(a) Type Code Y21; Safety Rest Area	$205,000
(b) Type Code Y022; Comfort & Convenience Facilities	$285,000

8198

9

Robert W. Straub
xxxxxxxx

March 19, 1975

Mr. Paul Arthur
Travel InfoCentres of Oregon, Inc.
1730 S.W. Skyline Blvd., Suite 201
Portland, OR 97221

Dear Paul:

It is my understanding that the site selected for location of the Information Center at the Siskiyou Safety Rest Area lies adjacent to the walkway to the proposed new toilet building. This is an area that would be subjected to considerable interference during construction of the new toilet facilities.

I asked our Bridge Section for their best guess as to the possible construction schedule for the proposed improvements. A study of the attached schedule suggests that it might be appropriate for you to delay contracting installation of the Information Center until sometime this fall with the anticipated operation by sometime next spring.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

Att.

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
Roy Olson
Jack Sollis

SISKIYOU SAFETY REST AREA IMPROVEMENT

CONSTRUCTION SCHEDULE

Receive bids -------------------------- May 22, 1975

Award contract ------------------------ June 5, 1975

Mobilization -------------------------- June 5-June 23

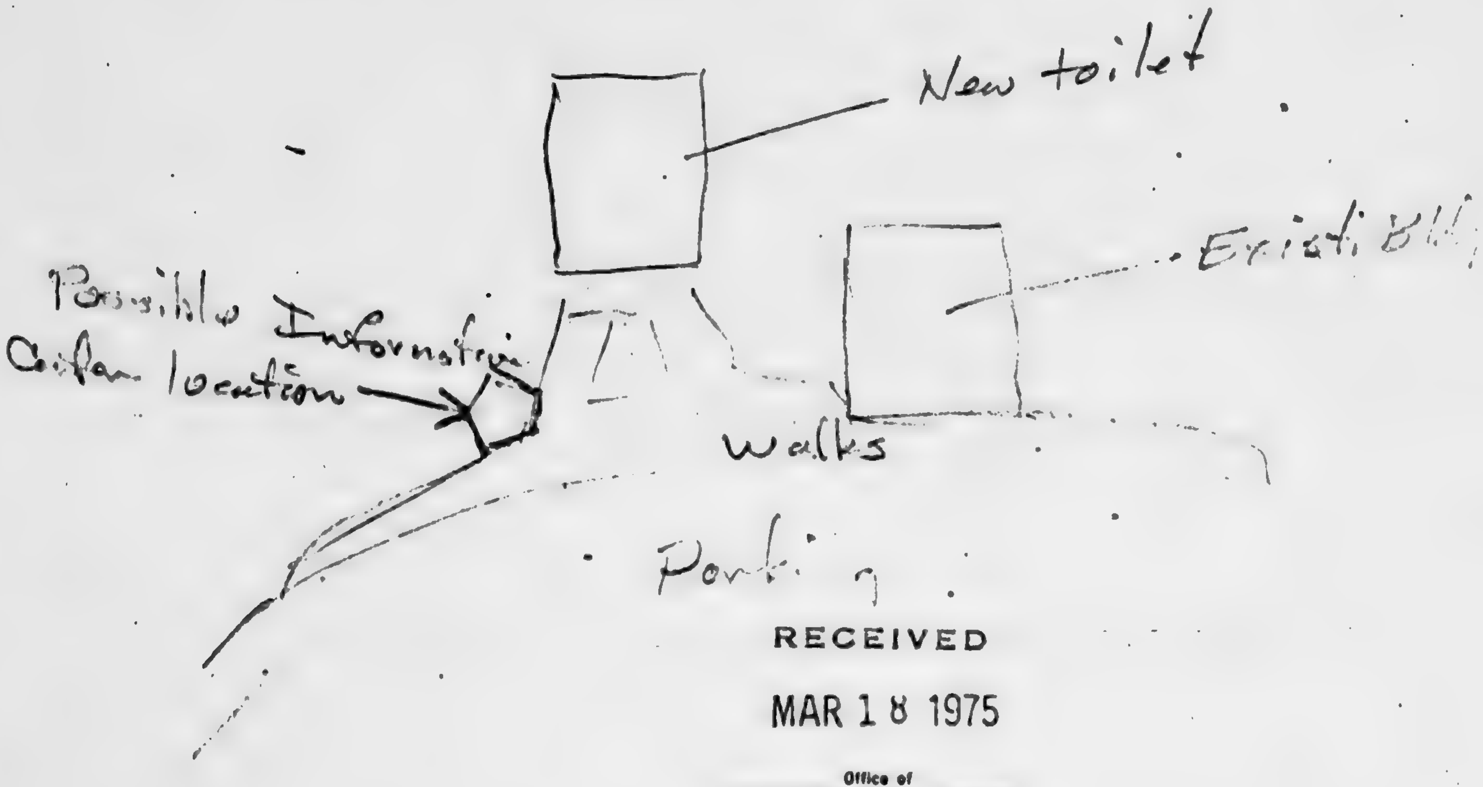
Install new toilet bldg., connect
sewer lines, provide access --------- June 23 - Nov. 3

Close old info and toilet bldgs. ------ Nov. 3

Remodel old bldg. --------------------- Nov. 3-Apr. 5

Project complete ---------------------- Apr. 30, 1976

Info center (only) closed for winter--- Oct. 1, 1975-May 1, 1976



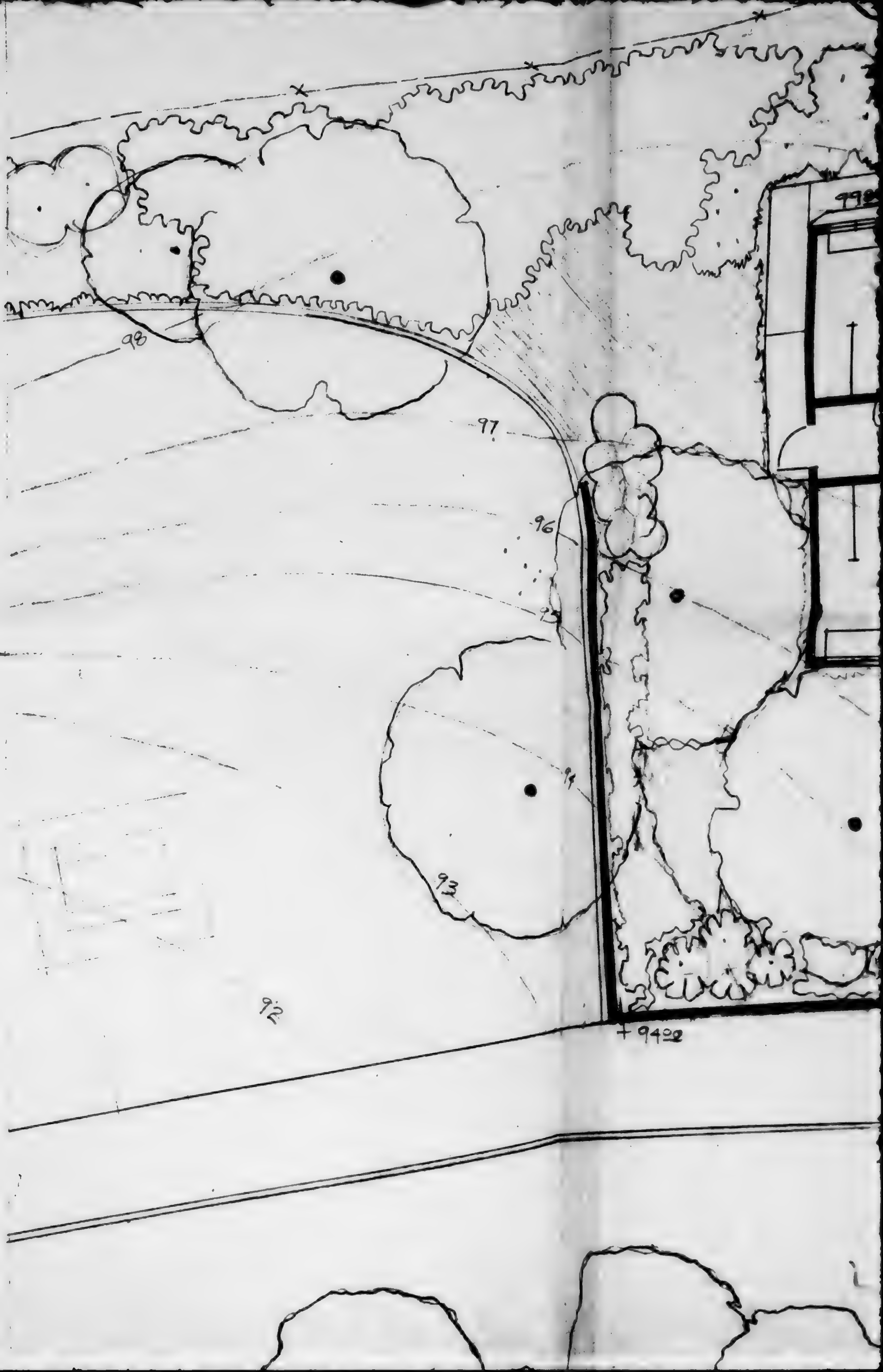
RECEIVED
MAR 18 1975
Office of
Assistant State Highway Engineer

RWE:dh
3-17-75

SISKIYOU SAFETY REST AREA
PACIFIC HIGHWAY
JACKSON COUNTY

SHEET No.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index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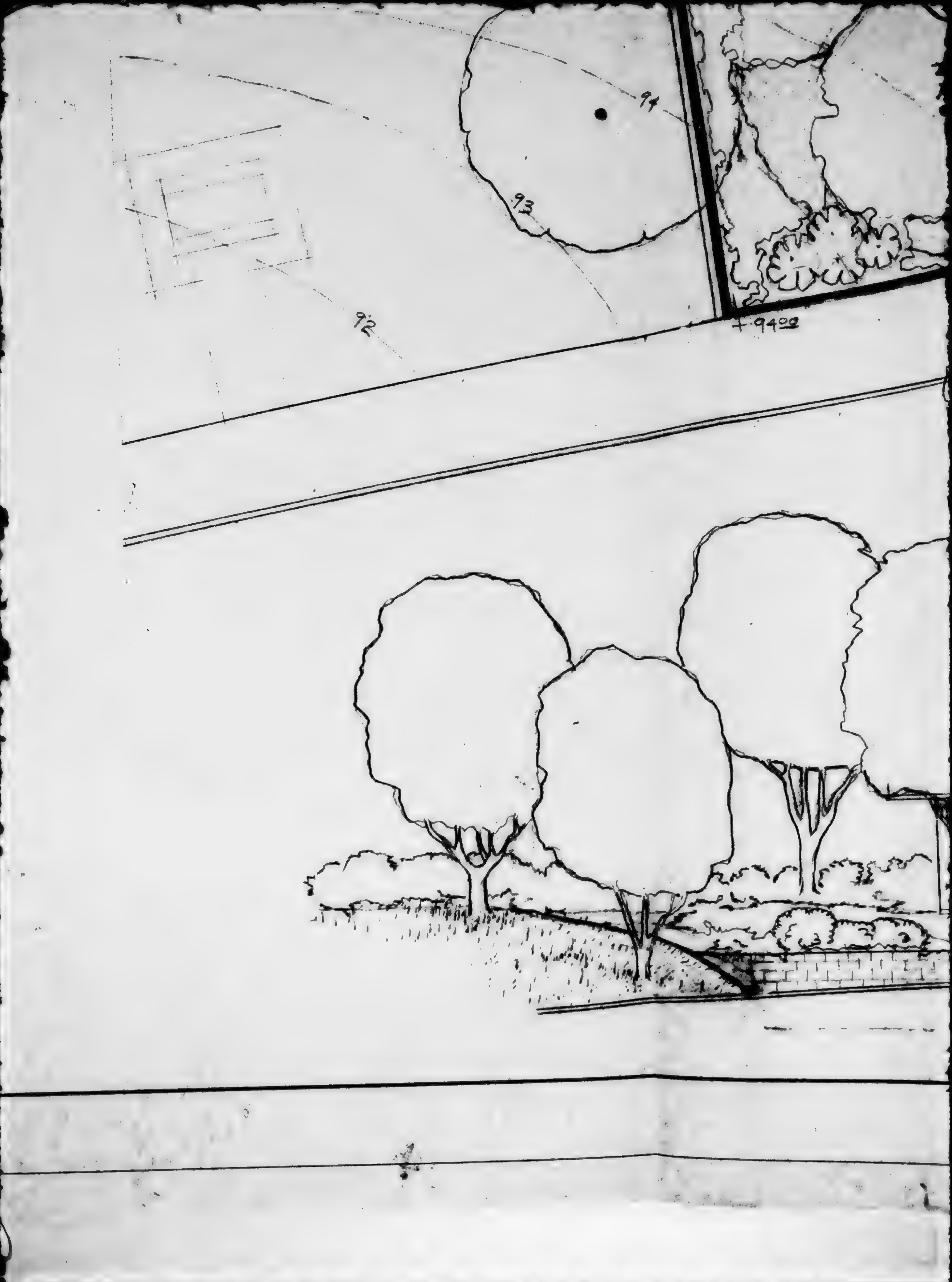
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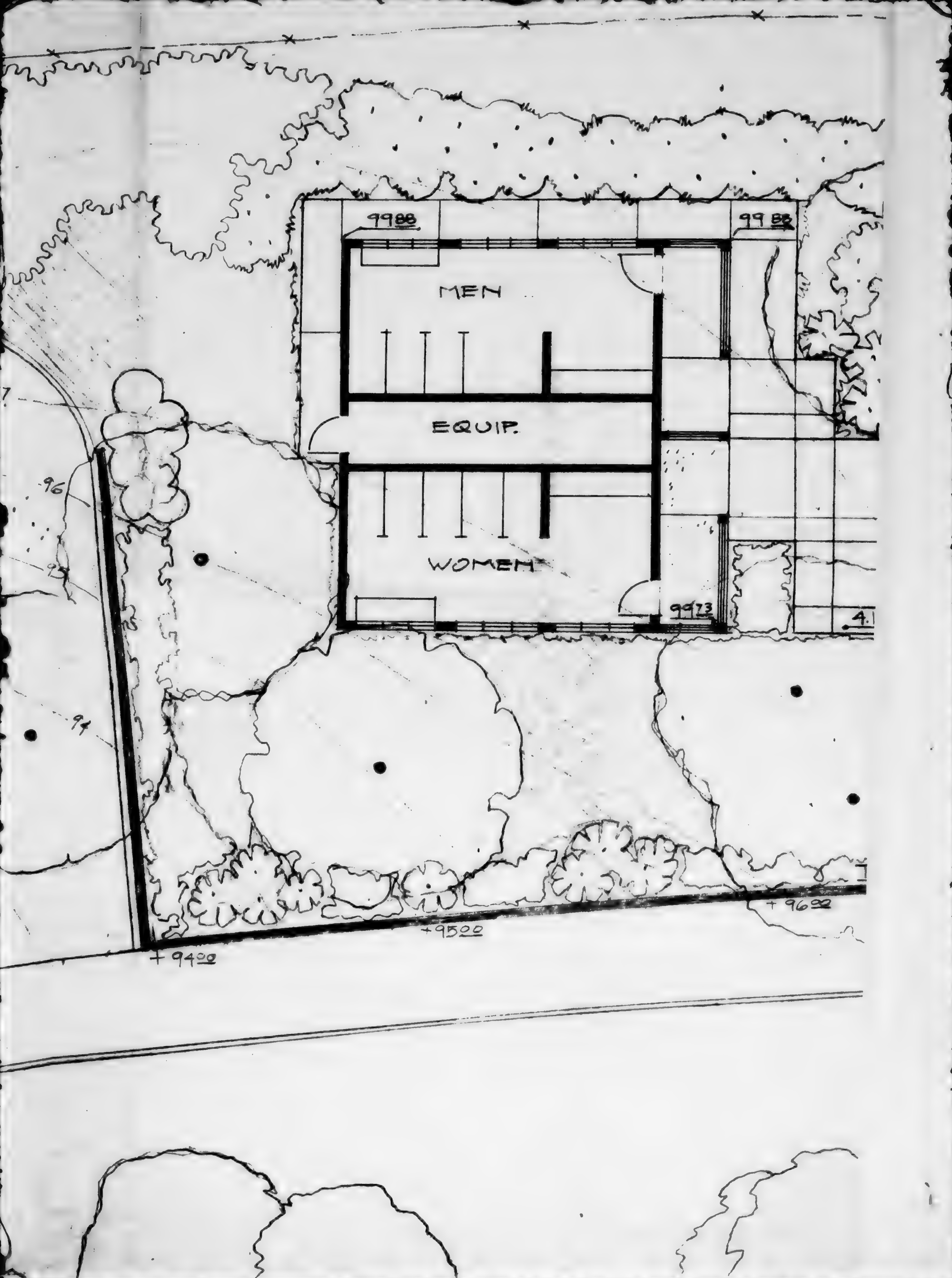
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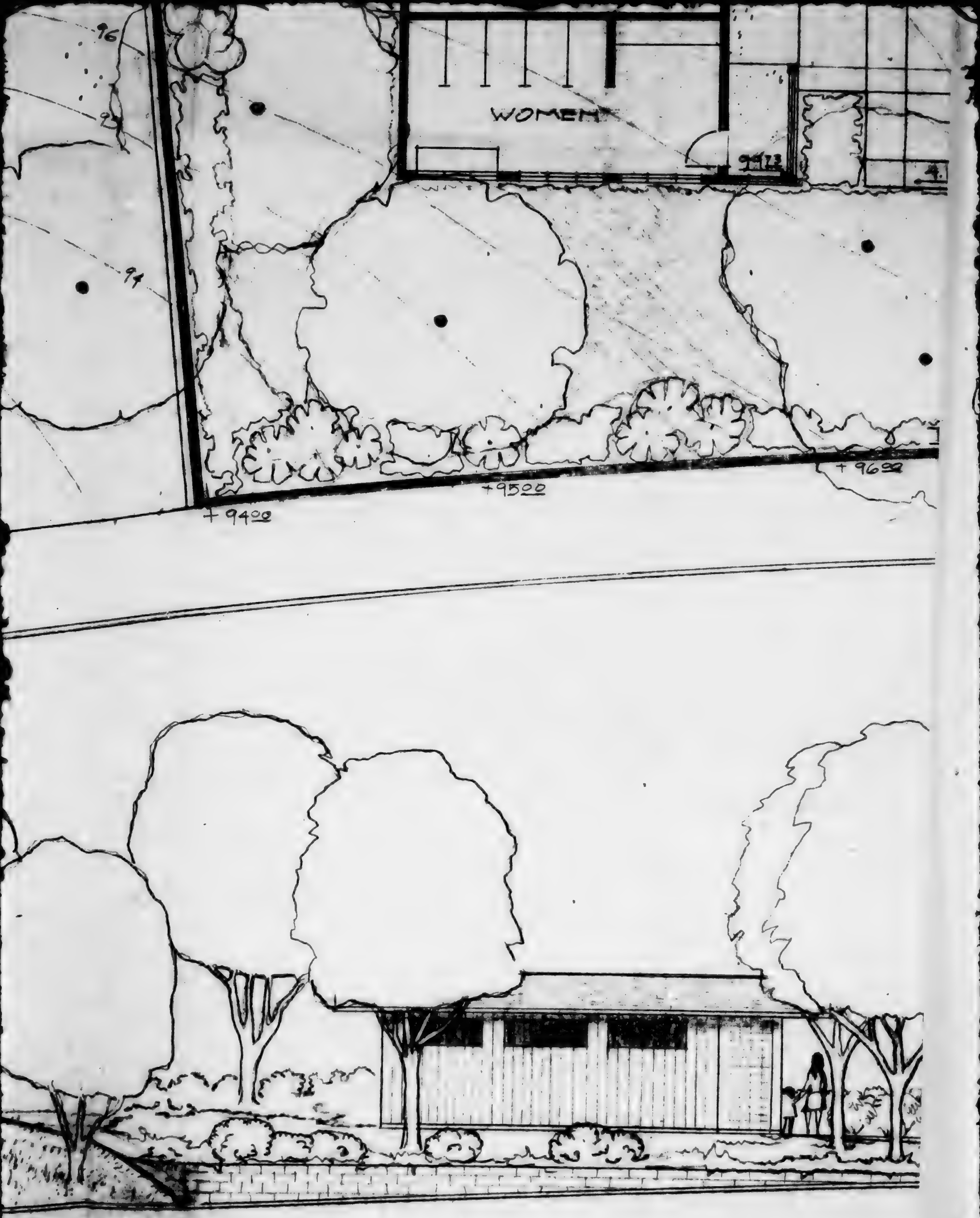
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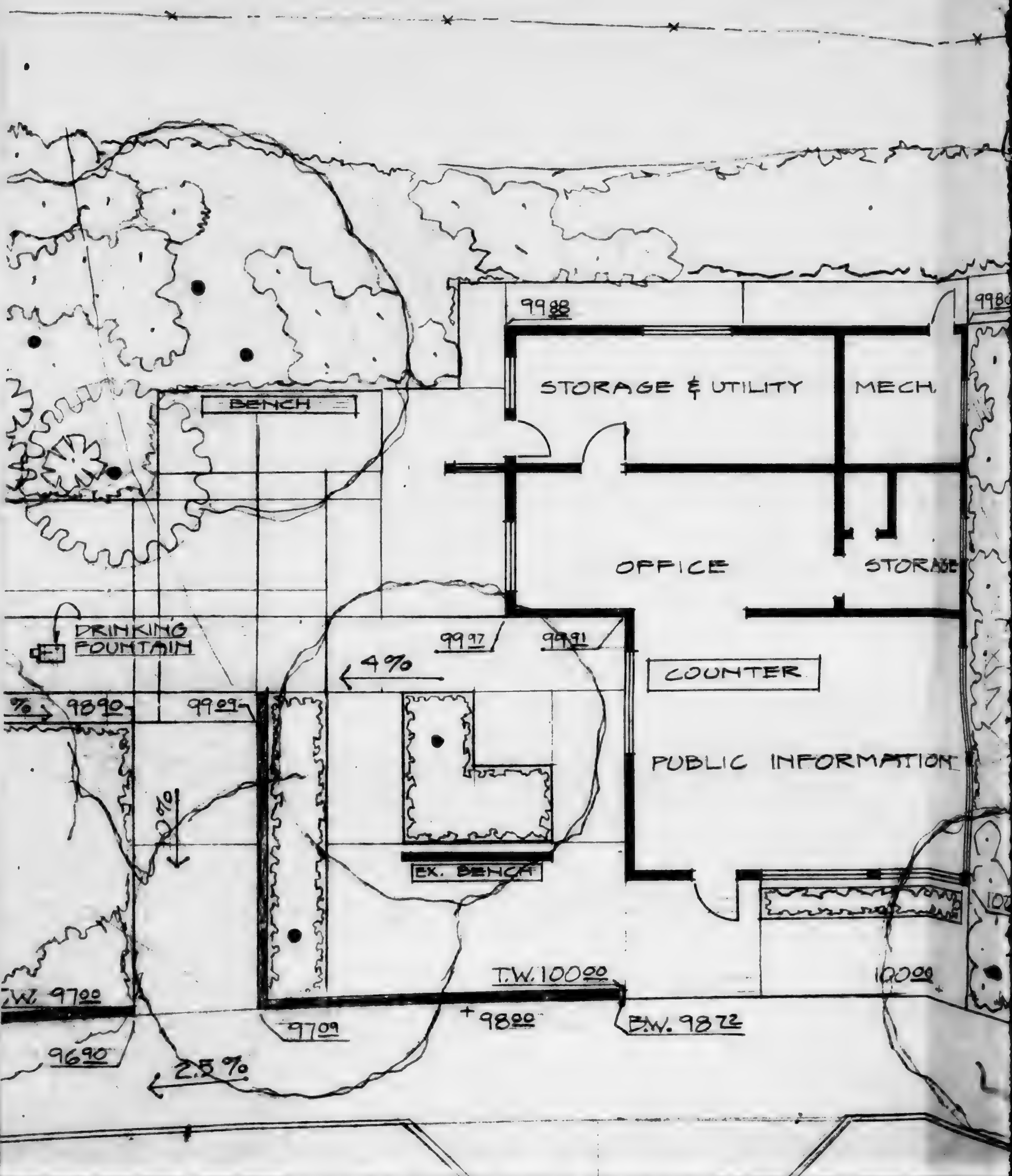
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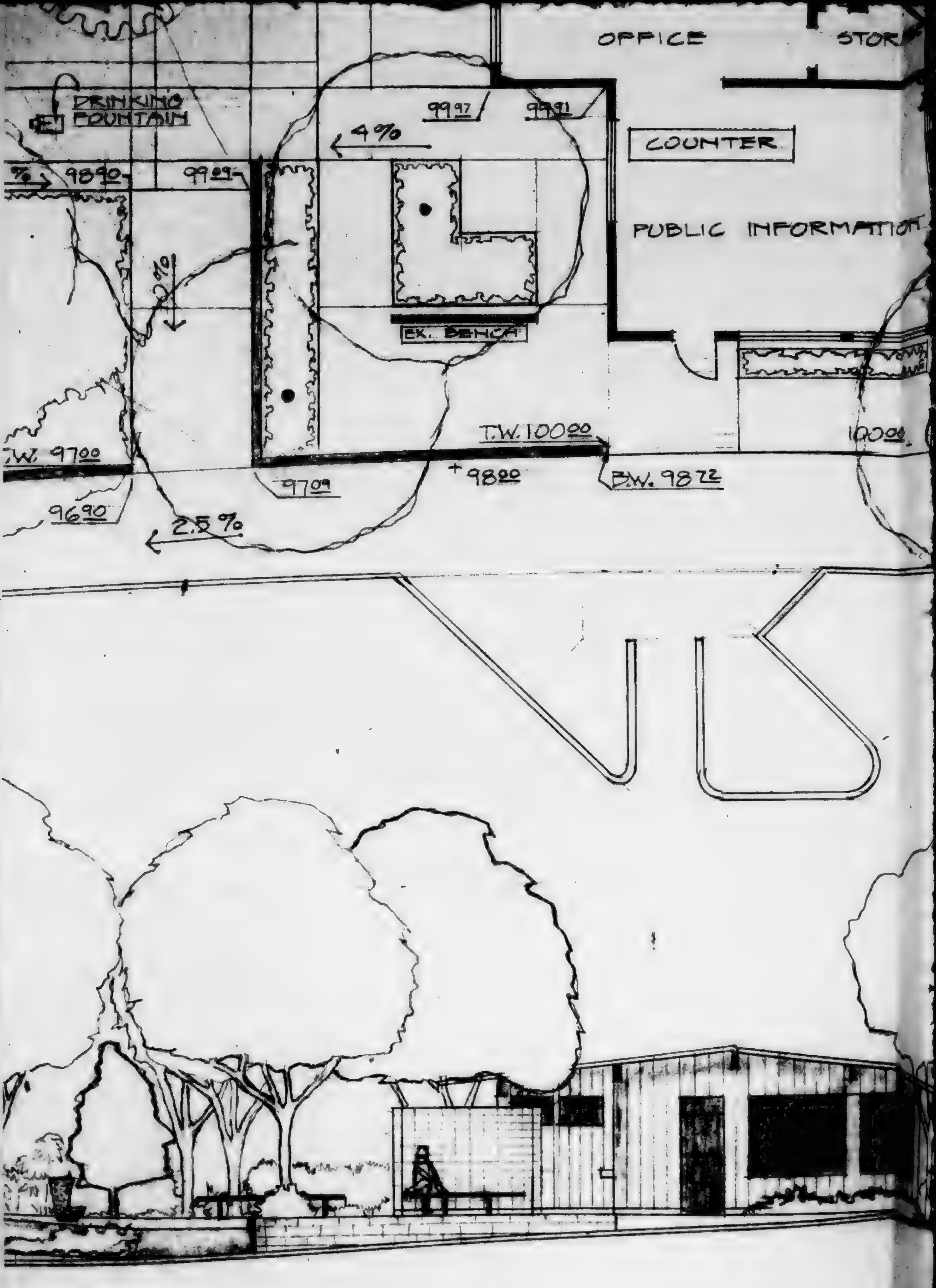
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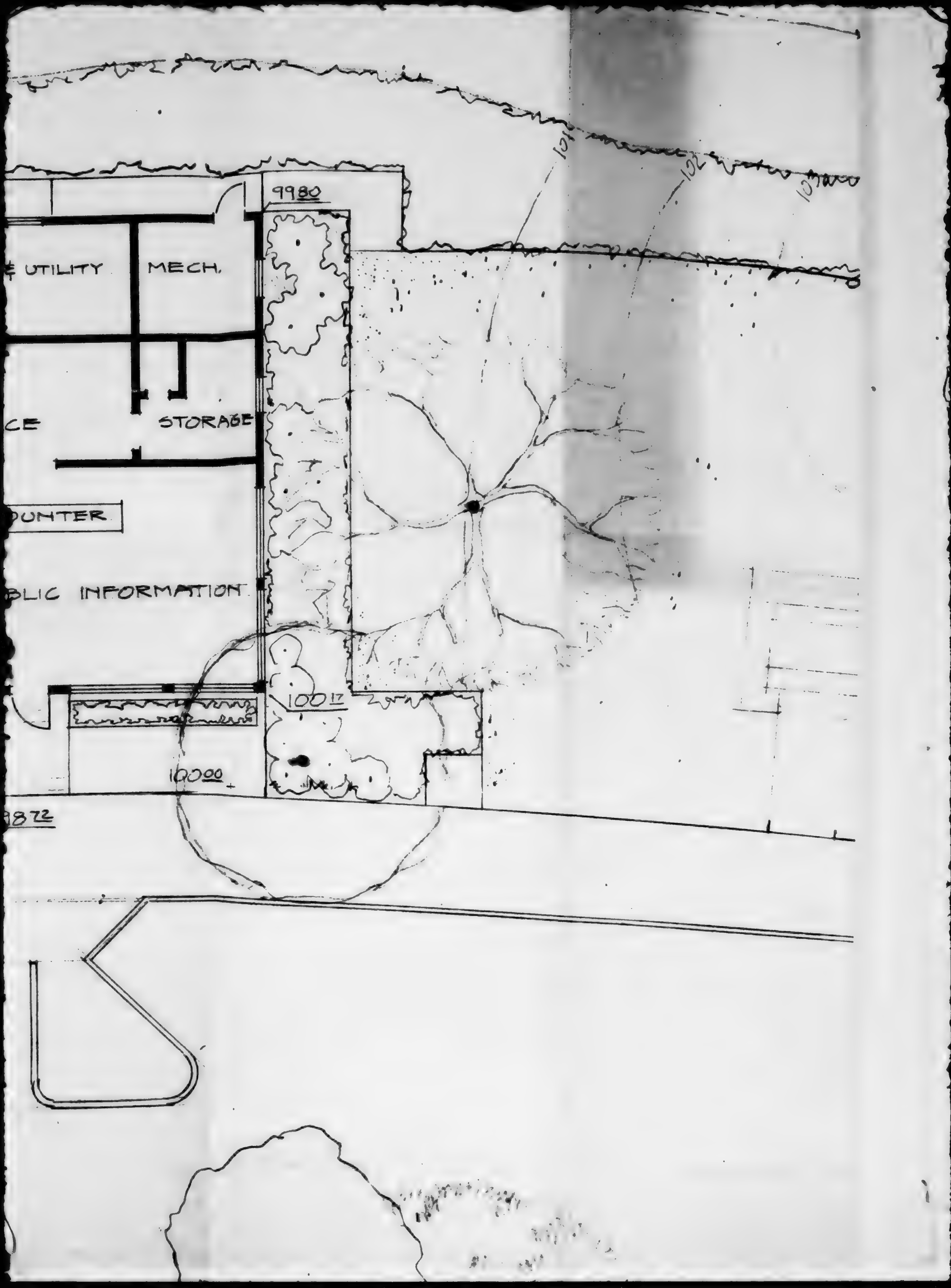
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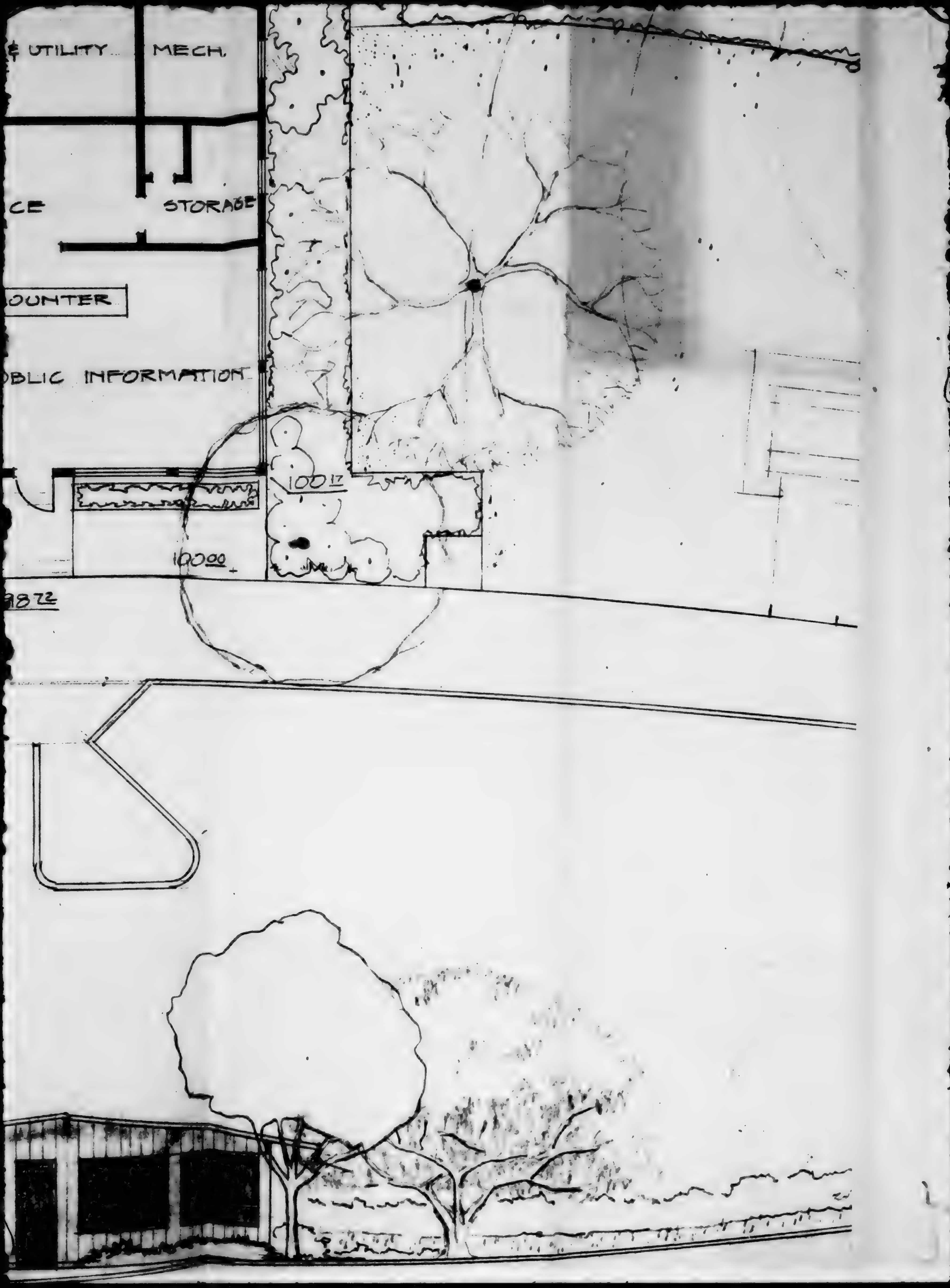

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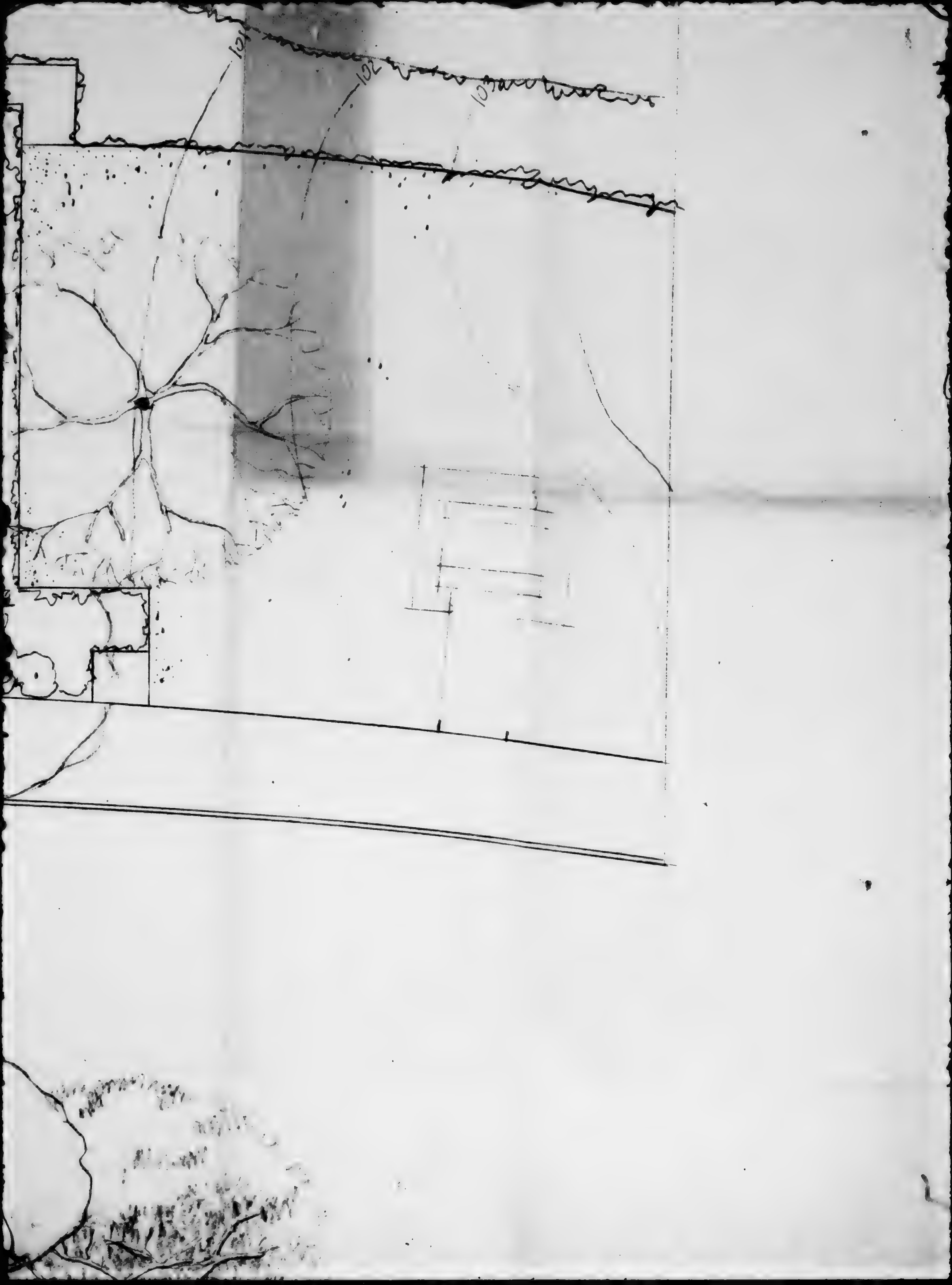

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2

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

STATE OF OREGON
1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
H. S. COULTER

February 28, 1975

RECEIVED
MAR 3 1975
Office of
Assistant State Highway Engineer

Mr. H. S. Coulter
Assistant Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Rest Area Information Plazas

Dear Scott:

I have reviewed your letter of February 24, 1975, addressed to Paul Arthur, and have also discussed with him the rest areas in question and he advises me that the construction project for the Siskiyou Safety Rest Area is going to be going on at the same time he's going to be building an information plaza.

He was also concerned that the area would be torn up so bad that the public would not be able to get to the information plaza and evidently Roy Olson indicated to him that the whole area would be torn up in the digging of sewer lines and this, that and the other thing. While he may have been exaggerating, I think it might be well to explain exactly where the construction work will be going on and see if it would interfere with the building of and/or use of the sign plaza and see if something could be worked out.

My understanding is that the
toilet facilities will remain [illegible]
and access to [illegible]
to information center
at least during [illegible]
However [illegible]

We also discussed the matter of colors of the information plazas as they relate to the surrounding buildings and evidently Roy Olson suggests that he paint them green so they look like our latrines and frankly I think the green color of our latrines looks like hell and I would much rather see our latrines painted the color of the information plazas.

I also think
we have too much
green -
however

It would seem to me that if they even tried to paint some portion of the information plazas a compatible green to the some combination of colors such as a light green or the [illegible] of the [illegible] where we have light green buildings or a light tan where that is color of the toilet building might be appropriate.

3-10-75
by [illegible]
Whitest

buildings we have around them, that it would completely destroy their uniqueness and greatly affect the attractiveness of them.

While I realize this is probably not in my bailiwick, I'm just putting in my two cents worth because I am extremely interested in the projects and I think that the gazebo-type information plazas are very attractive and to be quite honest with you, I get awful tired of looking at green everywhere. I am just curious why it is impossible for the Highway Division to deviate from the color of green on everything in their rest areas. I think it would be much more attractive in the rest areas if some of the buildings were painted other colors so to get away from just the standard color for everything that is a structure in a rest area.

Sincerely,

Jack L. Sollis
Assistant Attorney General

ljh

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 24, 1975

Mr. Paul Arthur
Travel InfoCentres of Oregon, Inc.
1730 S.W. Skyline Blvd., Suite 201
Portland, OR 97221

Dear Paul:

Rest Area Information Plazas

I am attaching a letter from Roy Olson and plans showing proposed gazebo-type information plaza locations at four safety rest areas. Mr. Olson will be happy to go over these locations with you in the field.

It appears that it might be possible to have these plazas blend in with the other structures in the rest areas through such things as the color of the facia bounds. Your support of some investigations along these lines would be greatly appreciated.

To explore various possibilities, I am suggesting a meeting between you and Mr. Olson at any location you desire. The two of you could discuss the proper location for the plazas in the rest areas at the same time, if necessary.

Very truly yours,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
Assistant State Highway Engineer

ia

Att.

cc Roy Olson
Jack Sollis, w/att.

bc F. B. Klaboe
A. E. Johnson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem
February 10, 1975

SUBJECT: Travel InfoCenters

To: H.S. Coulter
Asst. State Highway Engineer
Building

A letter from Paul Arthur refers to four new Travel InfoCenters. Locations are to be selected for the following Rest Area Sites:

1. Santiam Safety Rest Area. N.B.
Suggested location would be in the area occupied by the existing information shelter. This location will not be affected by future expansion plans.
Howard Johnson DE concurs with the location.

2. Oak Grove Safety Rest Area. S.B.
Expansion has been completed and the logical location is in the area occupied by the existing information shelter. This is directly connected to the court area around the new toilet building.
Bill Anhorn, District Engineer, concurs with the location.

3. Gettings Creek Safety Rest Area. N.B.
Location for this area might be a little complicated because there will be a change in grade when the expansion is completed.
Bill Anhorn--D.E. Preference is given to the location south of the existing building.

4. Siskiyou Safety Rest Area and Information
Plans are being prepared for a new toilet building and expansion. The new InfoCenter is included in the plans.

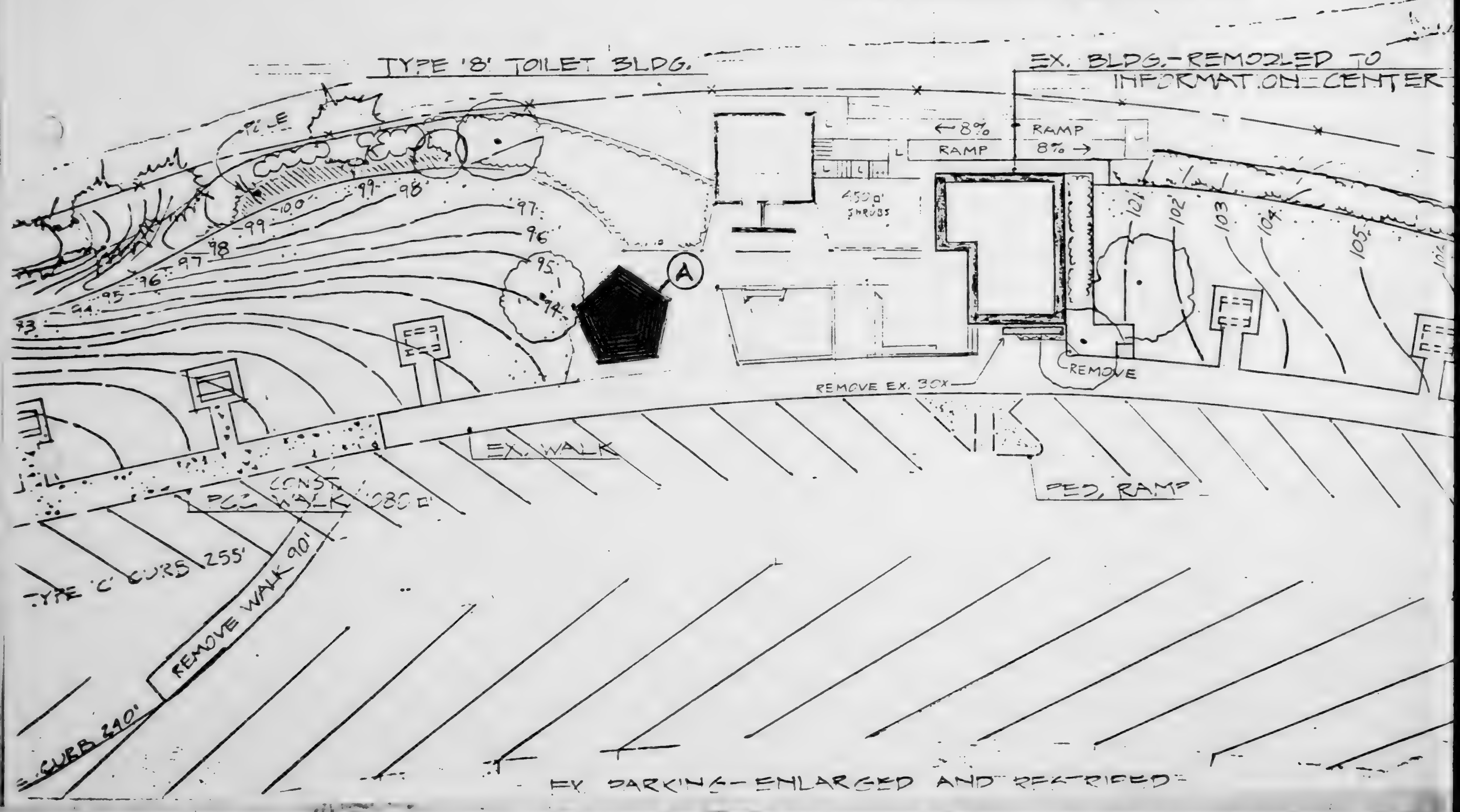
I am enclosing plans indicating these locations for your review and approval.

Roy E. Olson
Landscape Engineer

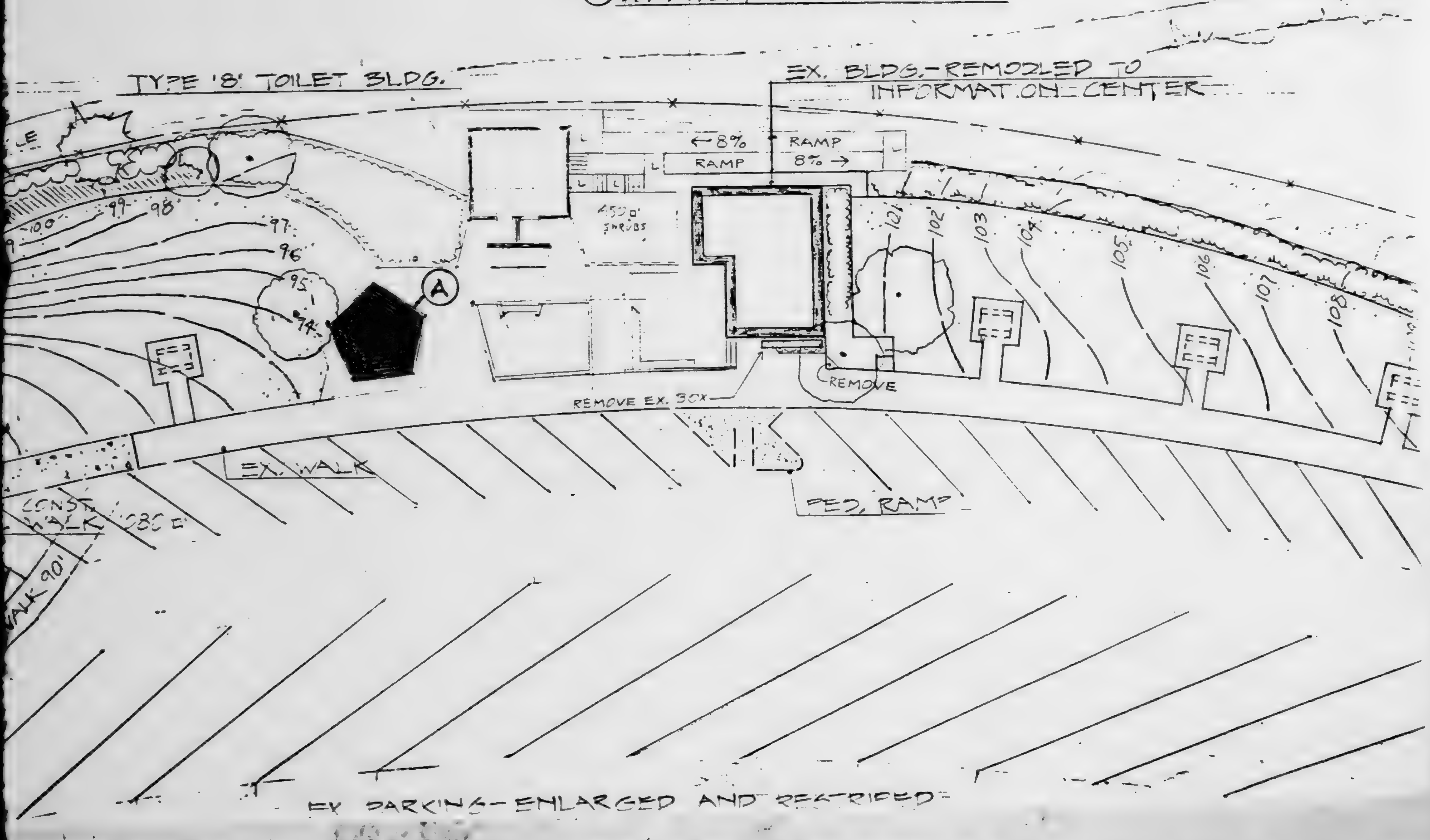
Approved 2-13-75
Asst. State Hwy. Engr.

RECEIVED
FEB 12 1975
Office of
Assistant State Highway Engineer

SISKIYOU SAFETY REST AREA
EXPANSION SCHEDULED
MAY 22, 1975
Ⓐ APPROXIMATE LOCATION



SISKIYOU SAFETY REST AREA
EXPANSION SCHEDULED
MAY 22, 1975
Ⓐ APPROXIMATE LOCATION



7177

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 3, 1975

Walter J Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Adrian Olson
Preliminary Design Engineer

SUBJECT:

Siskiyou Safety Rest Area
Septic Effluent Line

Based on our discussions with Pat Curran from DEQ, the following design criteria should be used in designing the septic effluent line from Station 1577+92 to Station 270±.

Three inch PVC pipe. Specs by Bridge Section.

Cleanouts every 300'. Details by Bridge Section.

No manholes.

Depth of line to be 30" or greater. Where top of pipe is less than 24" below surface, use cast iron.

Effluent line to follow contour of ground, except that grade of line shall not be less than 1/2% (this allows for trenching ease and less cost).

Maintain 1/2% at all Oxing with C-I as stated above.

Valves in line every third cleanout.

GJB:dh

Versteeg
1 A. Olson ..... [illegible]
2 Terpin ..... T
Scott
Swenson
R. Olson
Trout

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MAR 3 - 1975
ROAD
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[✓ Watson] W
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8198 E/D -15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 3, 1975

FILE:

Bridge 9415A

FROM: Gordon J. Ballard
Supervising Design Engineer

TO:
Memo to the File

SUBJECT:

Siskiyou Safety Rest Area
Jackson County
Effluent Sewer Line

This is to recapitulate our discussion with Pat Durran of the DEQ. Present at the conference were Bob Ellison, G. Ballard, and Rano Ellertson.

Main points discussed were:

1. Size and type of pipe.

   It was generally agreed that the pipe should be PVC plastic pipe and sized no smaller than 3".

2. Whether manholes and/or cleanouts were required.

   Mr. Curran stated that cleanouts were acceptable to manholes provided that gate valves be installed every 1000 feet or so to control flow in the event of a line blockage. Cleanouts about 300'± although this is still questionable.

3. Whether it is necessary to screen or commutate the raw sewage at the rest area.

   Mr. Curran indicated that any restriction in the system should occur at the place of most control which is the rest area itself. The line between the septic tank and the dosing tank can, therefore, be 2 1/2" with cleanouts to restrict the system at that point. A high-water alarm can be installed in the septic tank.

GJB:dh

cc EWE
R. Ellertson
E. Knapp
A. Olson ✓
L. Watson
A. Shirley

7 all
copy
Olson

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1975
ROAD DESIGN SECTION

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Receiver Keep
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Other

NOTED
R. W. ELLISON

8198 Siskiyou Safety Rest Area 1975
south of Ashland
(Grading, paving & facilities) #1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 27, 1975
Salem, Oregon

FILE:

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention Adrian Olson

SUBJECT:

Siskiyou SRA
Cabin Cr. SRA
Gettings Cr. SRA
Sewer Design

Relative to your letter of February 24, 1975, and our subsequent meeting regarding the subject projects, attached are schedules of activities for sewer design for Siskiyou and Cabin Cr. SRAs. If we adhere to these schedules, there should be no problem meeting the proposed bid opening dates.

We agree that it would be appropriate to build the Gettings Creek sewer line as soon as possible. However, to date we have received no field information on the project. ← Bridge "found" it on someone's desk.

aO.

RWE/ag
cc G. J. Ballard

Comments?
aO.

OK. T.
OK S.

SISKIYOU SRA SEWER DESIGN SCHEDULE

March 3, 1975	Bridge Section furnish the following to Design Section. 1. Pipe size to carry septic tank effluent to Ashland. 2. Cleanout spacing (manholes, etc.) 3. Check hydraulics of line proposed.
March 17, 1975	Drafting completed by Design Section and delivered to Bridge Section for review.
March 19, 1975	Bridge Design Section makes preliminary submission to DEQ, City, Region, etc. for preliminary approval.
March 28, 1975	Bridge Design Section submits plans and specs to Specifications Section for processing.
April 14, 1975	Specifications Section has final plans and specs available.
April 15, 1975	Bridge Section submits plans and specs to DEQ, City, etc., for final approval.

GJB/ag
2/27/75

CABIN CREEK SAFETY REST AREA SEWER DESIGN SCHEDULE

March 17, 1975	Bridge Section furnish the following to Design Section: 1. Pipe size to carry effluent 2. Cleanout and manhole spacing 3. Check hydraulics of line proposed
March 31, 1975	Drafting completed by Design Section and delivered to Bridge Section for review.
April 4, 1975	Bridge Design Section makes preliminary submission to DEQ, City, Region, etc., for preliminary approval.
April 25, 1975	Bridge Design Section submits plans and specs to Specifications Section for processing.
May 9, 1975	Specifications Section has final plans and specs available.
May 14, 1975	Bridge Section submits plans and specs to DEQ, City, etc. for final approval.

GJB/ag
2/27/75

8198

I-5

Salem, Oregon
February 24, 1975

A. D. Olson
Preliminary Design Engineer

Sewer Designs (I-5)

Walter J. Hart
Bridge Engineer

Data has been provided to your people on the sanitary sewer lines required from the Siskiyou Rest Area to Ashland, the Cabin Creek Rest Area to Oakland and from Gettings Creek Rest Area to Cottage Grove. The first two projects are on the schedule for May 22 and June 19, respectively. The Gettings Creek project is not currently scheduled (pending results of well drilling for additional water I assume), however, it would be appropriate to build the sewer line as soon as possible.

In each instance base plans need to be made at an early stage so that agreements may be made with the appropriate city.

My understanding is that your people will review the field plan and get the base data to Final Design so that plan sheets can be prepared while your detailed study and designs are being completed. Hopefully, this or some other arrangement will get these projects to a stage where agreements can be reached with the cities, preliminary approvals from D.E.Q., and whatever else is necessary prior to advertising the job.

If you have any questions please contact me.

ADO:we
cc: Alfred Shirley
Roy E. Olson

1 Versteeg ✓
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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FEB 24 1975
ROAD
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SECTION

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9177

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 19, 1975

FILE: CON 5

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: Walter J. Hart
Bridge Design Engineer

Attached hereto is a report with sketch map and some photographs showing three potential water reservoir sites for the proposed expansion of the Siskiyou Safety Rest Area and Information Center.

It is the recommendation of this office that Site No. 2 be utilized. We do not have a copy of the plans for the upcoming Neil Creek Slide Project but it is recommended that the lines between the reservoir and the rest area follow the northbound subgrade shoulder of the new proposed alignment on that slide project.

It seems to this office that we would minimize slide potentials and reduce costs by using Site No. 2 with the reservoir buried underneath the ground opposite the shoulder at this site.

AS/cw
Attach.

cc J. H. Versteeg
Roy Olson

1 ✓

2 ✓

RECEIVED

[illegible]

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Other

8178

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 11, 1975

FILE:

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Siskiyou Safety Rest Area

TO: E. S. Hunter
Assistant State Highway Engineer

Preliminary cost estimates for the Siskiyou Safety Rest Area are as follows:

Building	$108,000
Water Supply	82,000
Sewage Disposal Pump and Tank	24,000
Sewer to Connect with the City of Ashland Plant	330,000
Illumination	24,000
Paving and Road Work	50,000
Landscaping	65,000
TOTAL	$683,000

The Bridge Section has completed preliminary layout plans for the building and would like to discuss these with you. The City of Ashland has given tentative approval for a sewage connection to the Ashland Treatment Plant.

I would appreciate your review and comments of this proposal to upgrade the Siskiyou Safety Rest Area.

JHV:jh
cc: Bob Ellison
Bud Shirley

Hal
OK to improve - will
discuss when you wish
Ed

L Versteeg ✓
Copy A. Olson
Terpin
Scott
Swenson
Copy R. Olson
Trout
A. Shirley
Bob Ellison we

RECEIVED
FEB 13 1975
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

15

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 29, 1975

FILE:

Bridge 9415A

FROM: E. D. Heyen
Architect

TO: Memo to the File

SUBJECT:
Siskiyou Safety Rest Area
Expansion
Outline Review of Meeting
held January 22, 1975
10 to 12 a.m.

In attendance at the subject meeting were:

Alfred Shirley, Jr.	Regional Engineer	Roseburg
Roy E. Olson	Landscape	Salem
Tom Savage	Landscape	Salem
Bob Ellison	Br. Adm. Engr.	Salem
Don Heyen	Br. AMI Unit	Salem
Allen Blanchard	Br. AMI Unit	Salem
R. F. Knapp	Br. AMI Unit	Salem
Hal Versteeg	Road Design Engr.	Salem
Vic Fryer	Public Affairs	Salem
Dennis Clarke	Public Affairs	Salem
Frank Howard	Public Affairs	Salem

Topics of Disccusion:

1. Present status of project.
2. Scope of project.
3. Design priorities.
4. Related items.

Status reports by each design section

Arch., Mech., Illum. Unit - E. D. Heyen, Architect

Buildings portion of project is in preliminary design stages. Preliminary design concepts, as presented in 1971 and approved by FHWA, are presently being reviewed to check validity of design criteria. New design concepts are also being explored and additional on-site information will be required. Bob Knapp is in receipt of preliminary sewer proposal. Water system needs further study. Nothing started on illumination yet.

Regional Engineer's Office - Alfred Shirley, Jr., Regional Engineer

Regional office is in contact with Ashland city officials concerning new sewer line. Will take request from design offices for required field data. Mr. Shirley indicated he had never seen first proposal submitted and would like a copy.

Road Design - Hal Versteeg, Road Design Engineer

Road design not on the board yet. They will handle sewer design with input from Bob Knapp and Regional Office. Will also make contact with D.E.Q. and other agencies as required.

Public Affairs - Vic Fryer and Dennis Clarke

Mr. Fryer expressed need for more space. Explained Tourist Information Council organization and what their input into project might be, who to contact, etc. Dennis Clarke discussed memo from T.I.C. dated January 16, 1975. Indicated memo requests input from Highway on several projects. Siskiyou SRA was specifically named for Info Center in near future.

Scope of Project

Scope of project was discussed item by item.

Expansion of Parking - Parking lot will remain as submitted in 1971 proposal. No changes anticipated.

Electrical Supply - Electrical Supply is to be investigated by AMI unit. Illumination will be required and possibly some court lighting.

Water System - Water supply, chlorination system and reservoir needs to be studied in much more detail, additional field data is required. Bob Knapp will submit request to Region office for this date.

Sewer Line - Alternate proposals to the sewer line were discussed briefly. Cost did not seem to be the main concern. Main concern seemed to be to install a permanent maintenance-free system. It was decided we will build a facility to pump septic tank effluent to the Ashland sewer system.

Buildings - New design concepts for toilet building and adjacent areas were presented and compared to first proposals. The 1971 cost estimates were updated and compared to estimates of new proposals. Possibility of including Info Center in site planning was introduced. It was decided that the new design concepts definitely had merit and unless problems are encountered, these concepts would be incorporated into the final design. The architects indicated this would provide considerably more floor space at very little extra cost. The additional floor space (basement) can be used to eliminate the need of a water treatment building.

The remodeling of the existing building was discussed and pending finalization of interior space arrangements, no problems are anticipated.

Other Site Improvements were discussed briefly and final coordination will be with the Landscape Section. Mr. Versteeg raised the question, "should the drinking fountains in the safety rest areas be designed for year-round service?" This will be provided for if possible.

Other Related Items

These included the info center's and the county's road directly behind the existing facilities. Space will be provided for the info center. Mr. Shirley indicated that access to the site (by info center staff or otherwise) from this road might violate FHWA standards or limited access requirements. Mr. Shirley indicated he would investigate the matter further.

Design Priorities

Design priorities were discussed and construction costs seemed to be at the top of everyone's list. Questions such as "have upper limits for this project been established?", and "how much emphasis should be placed on development of economy solutions?" were discussed at some length.

It was decided that before proceeding much further with the project, estimates for all phases of the work should be compiled and submitted for administrative review along with the existing plot and existing building sketches. The date of February 1 was set for completion of this assignment.

EDH:dh

cc J. H. Versteeg
R. W. Ellison
Victor Fryer
Alfred Shirley, Jr.
Roy Olson
G. J. Ballard

1 U
2 T
3 RLC

OREGON STATE
HIGHWAY DIVISION

1019 E. Riverside Ave., Rm. #9, Medford, Oregon 97501 Phone 779-6373

September 3, 1974

The Honorable Archie C. Fries, Mayor of Ashland &
Ashland City Council
City Hall
Ashland, Oregon 97520

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] F.W.
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐

BY FINAL DESIGN ENGINEER

Re: Siskiyou Safety Rest Area
Sewer Service
Pacific Highway (I-5)
Jackson County

Dear Sir & Council Members:

Enclosed for your review are several copies of a sketch map which show the location of a proposed sanitary sewer line intending to serve our rest area located at Mile Point 10.14 on the Pacific Highway by connecting to the city sewer line at the Green Springs Highway Interchange.

We hereby request permission from the City of Ashland to make the necessary connection to their sewer line at the above mentioned interchange. Please place this matter on your September 17, 1974 Council meeting. The Highway Division will arrange to have representatives present to answer any questions that may arise

A brief summary of items of interest; the Division plans to expand the existing facilities to accommodate the increased usage of this facility. Our Traffic and Landscape Sections have supplied the following data; the 1973 stopping traffic is 552, the peak hour sewage flow is 950 gallons and 6,210 gallons of sewage flow per day. The projected 1993 stopping traffic would be 773, peak hour sewage flow 1,400 gallons and 9,000 gallons sewage flow per day. The rest area has had subsurface sewage problems dating back to July 1966 when the July 4 weekend usage caused drain field over-flow. A number of modifications and improvements have been made to the system, however, the County Sanitarian has recommended that another method of sewage disposal be instituted since a permit for subsurface sewage disposal for the expansion of the rest area will be denied. A sewage lagoon alternate was investigated but this seemed to be out of the question due to the environmental impact on the surrounding area and residents. Other alternates considered but abandoned were; one involved crossing the freeway and siphoning sewage about a mile and the other involved a joint venture where City and State participated in sewer line to

OCW

CC: J.H. Versteeg ✓
V.D. Wolfe

the Crowson Road area. The estimated cost involved in the construction of this proposed sewer service line amounts to $331,000.

Preliminary review of this request has been made by your City Staff and there seems to be no technical reasons why such a connection could not be accomplished.

The conditions and restrictions would be similar to those suggested for the Port-of-Entry proposal at Valley View Road.

Very truly yours

Earl C. Purdy
Earl C. Purdy
Resident Engineer

cc: J. X. Wilson
Gary Kennen

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

REFERRED TO

Cole — Reed
Eriksen — Sample
Hager — [✓ Watson]
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

DATE August 30, 1974

TO Alfred Shirley, Jr.
Regional Engineer

FROM Earl C. Purdy by Mike Jackson
Resident Engineer

SUBJECT Siskiyou Rest Area

Enclosed please find existing floor plan, revised sketch of floor plan and Mrs. Bowman's ideas as she conceives the Siskiyou Rest Area Information Center should be remodeled when the Rest Area expansion takes place. We feel her comments are very worthwhile as she is the one who works here and knows the everyday problems, and she understands what changes could be made that would make life better for her and the visitors. Please forward these ideas to the Salem Design Unit so they may be considered when the preliminary plans are drawn up.

Also concerning the Siskiyou Rest Area, the Ashland City Council is meeting on September 17, at 7:30 p.m. and we are preparing our formal request to be presented at this time, to construct a sanitary sewer-line from the Rest Area to connect with the City's system just south of the Greensprings Interchange. It will be necessary that the Region Utility Engineer be present at this meeting, please verify that he might be able to attend on this date.

1 ✓
2 T
3

CC. Mrs. Bowman
Gary Kennen

9-6-74
CC: J.H. Versteeg ✓ - For your consideration

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 27,1974

SUBJECT:

SISKIYOU STATE INFORMATION CENTER
1363 NEIL CREEK ROAD
ASHLAND, OREGON 97520

To:
Resident Locating Engineer
Medford, Oregon

Attn: Mike Anhorn

Comments on Enclosed Plans.

This plan was conceived to utilize the existing floor space, plumbing, etc. The Siskiyou State Information would then have adequate room to operatemore effeciently.

1. The floor space would be doubled.
2. Utilizing accoustical tile and indoor outdoor carpet in the new area would greatly reduce the noise level.
3. Lower ceiling in the new area and the use of flourescent lighting would improve vivibility in work area.
4. Add closet and cabinet space in employees area for storage of personal belongings Jackets, purse lunch etc.
5. Do not install stainless steel sink. Mineral in water would make maintainence difficult. White or colored.
6. Leave high windows in employees room for both privacy and security.
7. Addition of back door to facilitate delivery of materials and opening and closing the office. At present we have no back door. Add peep hole in rear door for identificati purposes.
8. Move front door to north wall and make double doors for better access. Present door on west wall is on a sloping sidewall which can be hazardous in wet weather and to older persons.
9. Need telephone jacks near desk and counter area, also electric outlet near desk

for use of adding machine or electric typewriter.

10. By moving the big counter to the suggested location it would eliminate facing the sun in the late afternoon. In its present location the afternoon sun shines through the front door directly into the face of the person working at the counter. The new location would greatly improve visibility of the parking area.

11. If this remodeling includes new floor covering for the existing area consideration might be given as to type and color of material. A brighter floor covering will not show the soil so easy and onewith a pattern would be even better. Vinyl is an excellent material for maintainence and this and makingg the office more attractive may have some importance.

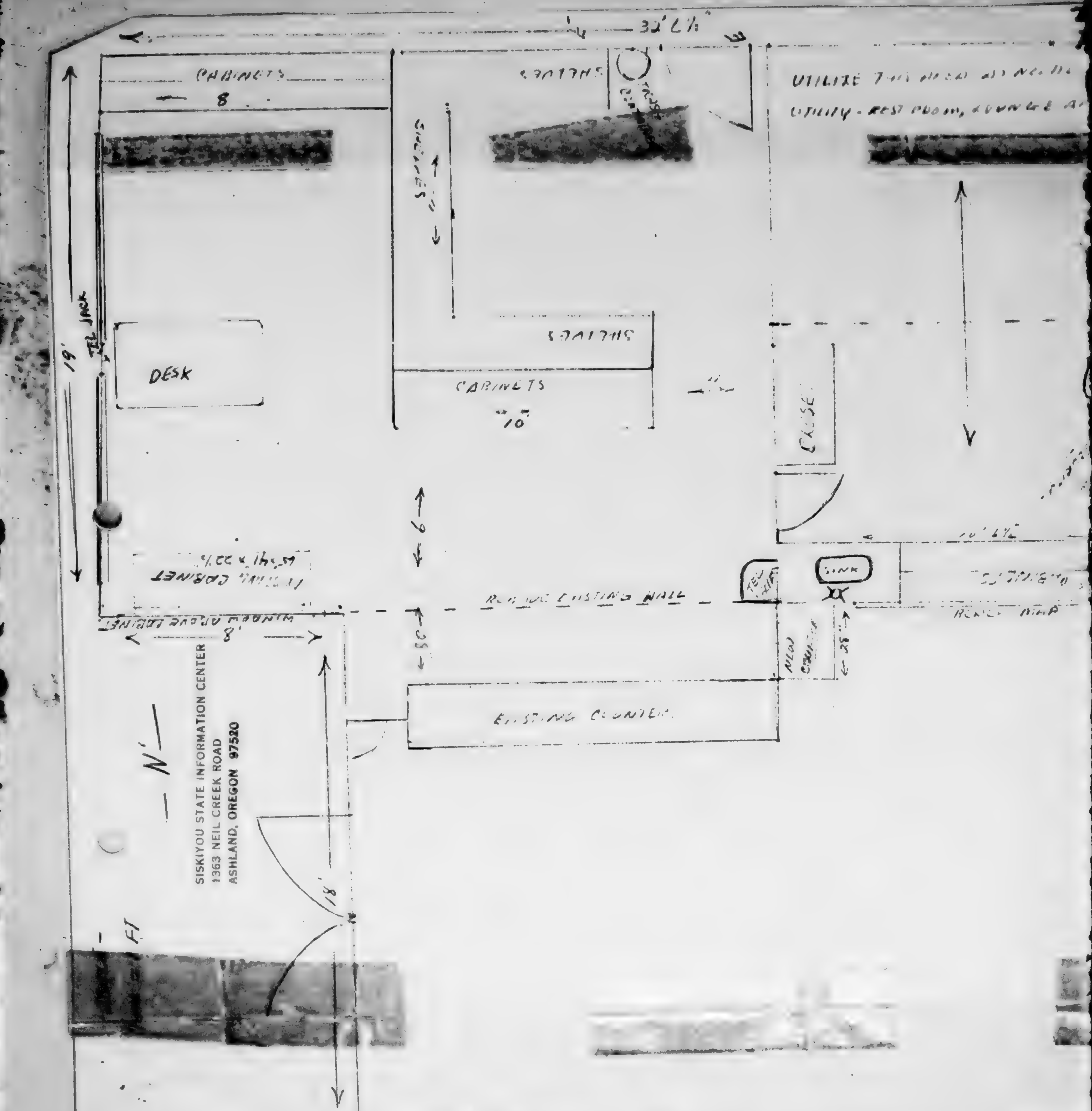
12. In construction of cabinets and shelves in storage areas the cabinetsthat we have fit the needs of this office just fine, so the same dimensions could be used as a guide line in creating storage areasthat are really usable.

Thank You so much for letting me send these ideas on to your office.

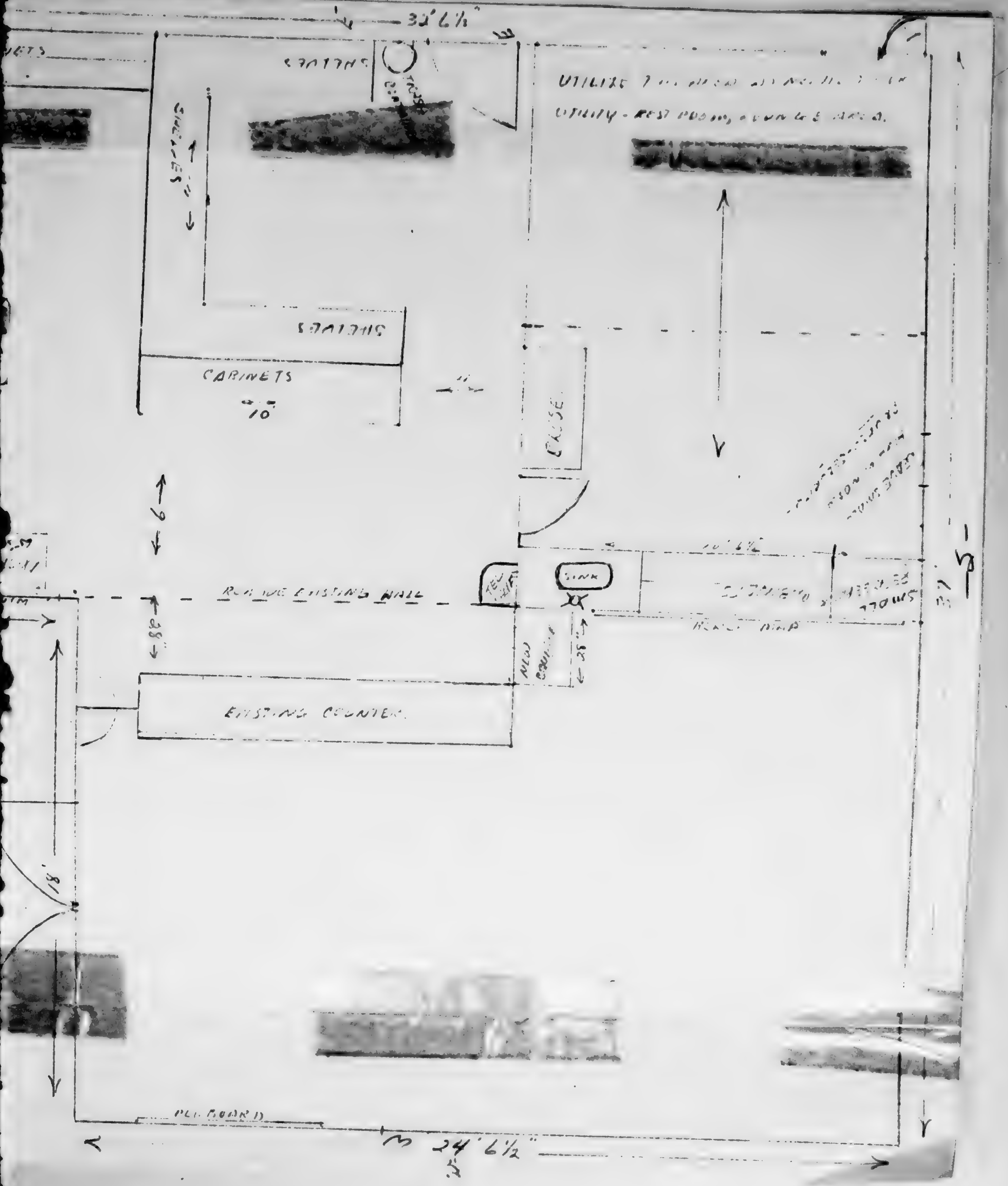
Dora A Bowman

Dora A. Bowman

Siskiyou State Information Center
1363 Neil Creek Road
Ashland, Oregon 97520



SISKIYOU STATE INFORMATION CENTER
1363 NEIL CREEK ROAD
ASHLAND, OREGON 97520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SHELVES
SHELVES
UTILIZE
UTILITY - REST ROOM, LOUNGE AREA.
SHELVES
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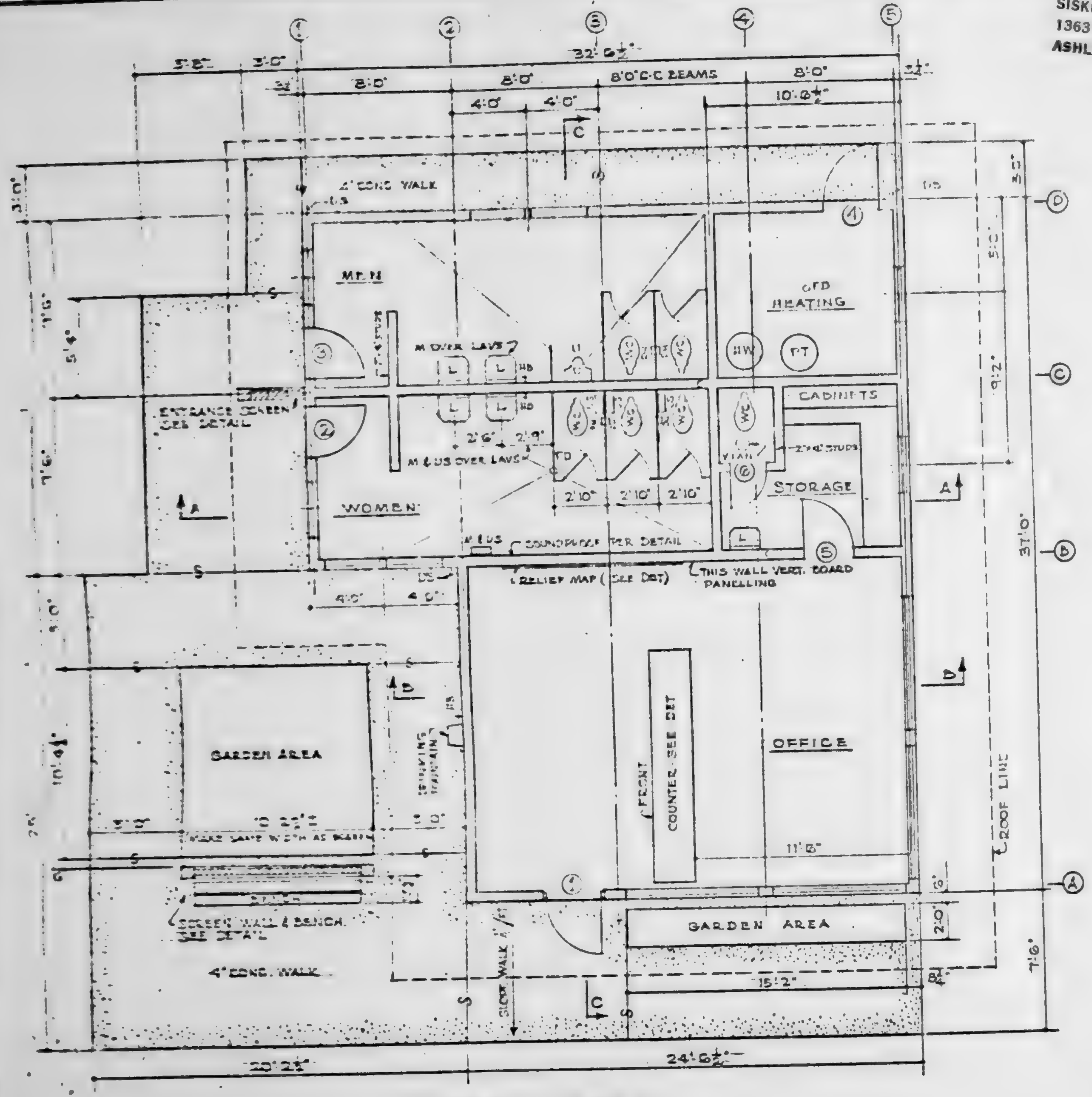
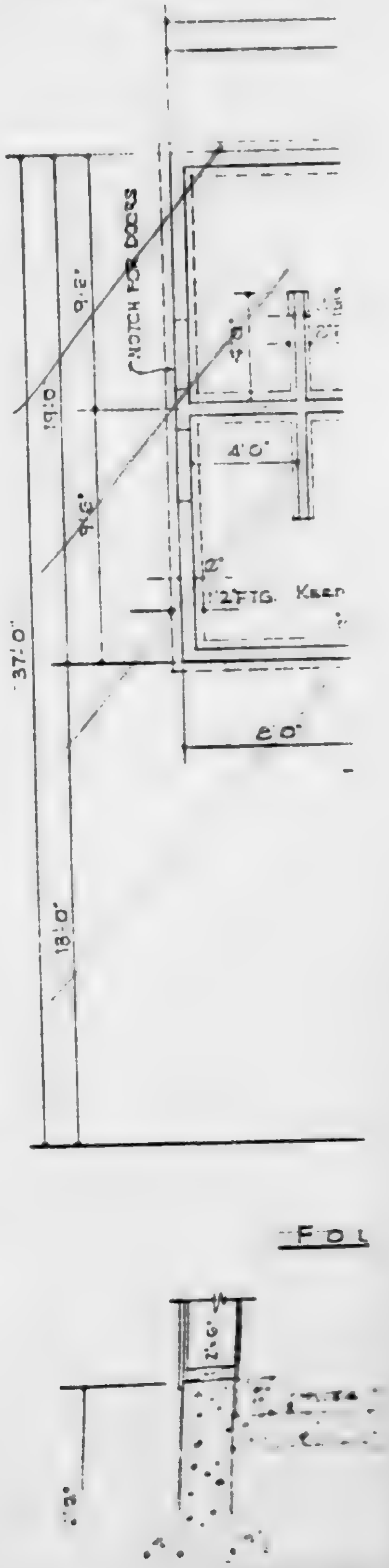
6'
REMOVE EXISTING WALL
38"
TEL
SINK
10' 6½"
CABINETS
SHELVES
NEW COUNTER
25"
EXISTING COUNTER
18'
PEG BOARD
24' 6½"

EXISTING FLOOR PLAN

SISKIYOU STATE INFORMATION CENTER
1363 NEIL CREEK ROAD
ASHLAND, OREGON 97520





FLOOR - PLAN

SCALE ¼" = 1'0"

LEGEND.

FD FLOOR DRAIN	L LAVATORY
HD HOSE B'BB	WC WATER CLOSET
US UTILITY SHELF	U URINAL

I-5

August 26, 1974

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97205

ATTENTION: Pat Curran, Administrator
Technical Assistance Division

Dear Sir:

Re: Siskiyou Safety Rest Area
Pacific Highway (I-5)
Jackson County

Reference is made to data forwarded to you by letter of July 24 in regard to our plans for transporting sewage or effluent from our Siskiyou Safety Rest Area to the City of Ashland.

Since sending that project for comments we have had some similar problems come up that need the same type of review. It would appear that our drain fields are our major problem and that it might be cost effective to maintain our septic tanks and pump effluent to nearby towns and, by use of holding tanks, do this on a metered flow basis to avoid loading up the local system. In the case of Ashland it would appear that as small as a 3/4 inch pipe could handle the anticipated 10,000 gallons per day load on a 24 hour basis.

Obviously something must be wrong with this type of thinking but if there is anything at all here it warrents consideration.

Your comments on the previously transmitted data are requested, along with anything you might have to add on the weighing of alternate methods of handling this overall problem of treatment and transporting of the materials in question.

L Versteeg ✓
A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 28 1974
ROAD
DESIGN

Request Reply
Request Approval
Receiver Keep
Do not file
Return to
Bring Up
Other

If you have any questions as to what I have in mind, please call me. (Salem - 378-6558)

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

A. D. Olson
Preliminary Design Engineer

ADO:jh
cc: Alfred Shirley
Warren Gaskill

1 Versteeg ✓

5/18

Salem, Oregon

July 24, 1974

A. E. Shirley, Region III Engineer
ATTENTION: J. X. Wilson, Region Construction Engineer

J. H. Versteeg, Road Design Engineer

Siskiyou Safety Rest Area
Pacific Highway (I-5)
Jackson County

The data worked up by Earl Purdy which you submitted by letter of July 18 has been reviewed and a copy will be sent to Pat Curran, DEQ.

The plan as suggested appears appropriate, however, the anticipated flow has been revised by Roy Olson and the new data will be sent to Earl. The projected flow is approximately 9000 gallons per day as opposed to 6000 mentioned in Earl's memo. The six inch pipe is still more than adequate, considering the grades available, however, the city sewer lines ability to accept this quantity might be a problem.

Please make the necessary contacts with the local agencies to obtain a connection to their sewer system.

✓

Swanson

R. Olson RE

ADO:we

2176

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
3 R. Olson
Trost

RECEIVED
JUL 24 1974
ROAD
DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

July 24, 1974

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97205

ATTENTION: Pat Curran, Administrator
Technical Assistance Division

Dear Sir:

Re: Siskiyou Safety Rest Area
Pacific Highway (I-5)
Jackson County

Enclosed is a copy of a report from our Resident Engineer on sewer service for the Siskiyou Rest Area south of Ashland. Also enclosed is a sketch map of a portion of the line, a profile and background data on the anticipated flow.

The handling of the sewage prior to transporting has caused considerable discussion and I would appreciate your comments in regard to acceptable variations, if any, on pipe size, manhole spacing, etc., depending upon whether raw sewage is transported, raw sewage is put through a comminutor before transporting or sewage is processed through septic tanks or treatment plant and the effluent is transported. Standards for sewer lines are presumably developed for the first case and whether or not variations are appropriate which would indicate the desirability or feasibility of one of the other alternates--or some other possibility--should be explored in order that the best facility can be provided at the least cost.

Your comments, suggestions or recommendations would be appreciated so that we may proceed with our plans and negotiations with the City of Ashland.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By a Olson
A. D. Olson
Preliminary Design Engineer

ADO:we
Enclosure
cc: A. E. Shirley, Region III Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE July 22, 1974

TO Roy Olson, Landscape Engineer

Earl C. Purdy

FROM Earl C. Purdy, Resident Engineer

SUBJECT Siskiyou Rest Area Sewer Service

We have been instructed to obtain a commitment from the City of Ashland to convey raw sewage from the Siskiyou Rest Area to the city's sanitary sewer line just south of the Green Springs interchange.

In order to present our proposal to the City Council we need to know the anticipated daily discharge of sewage flow and frequencies of peak flows at the Rest Area. It would probably be pertinent to know the expected peak glows by hour, day and month as well as the usual daily discharge from year to year.

We would appreciate any information you might gather on this matter at your earliest convenience so that we can proceed with obtaining permission for a sewer hook-up.

cc: J. X. Wilson

[illegible]

8178

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1974

SUBJECT: Siskiyou Safety Rest Area
Sewer Service

To: Earl G. Purdy
Resident Engineer
1019 N. Riverside, Room 1
Medford, OR 97501

I have looked up the figures we have on projected sewage flows. The figures are taken from the projected A.D.T. for 1985 and worked up on the Design Guide sheet; also A.D.T. volume for 1973.

Siskiyou Safety Rest Area
Rest Room Facilities

Family Units (FU)
9 Toilets @ 6 FU = 54 FU
2 Urinals @ 5 FU = 10 FU
7 Sinks @ 2 FU = 14 FU
6 Floor Drains @ 4 FU = 24 FU
7 Drinking Fountains @ 1 FU = 7 FU
109 FU

Dwelling Units
109/16 = 7
Estimated Sewage Flow
Projected A.D.T. 1985 11,200 X 1.38 = 15,456
Directional A.D.T. = 7,728
10% Stopping = 773
2.25 People per Car = 1,739
5 gallons per Flush = 9,000 gals. per day
Peak Hour 1,400 gallons

1973 A.D.T. = 4,000 Directional Traffic
4,000 X 1.38 = 5,520
10% Stopping = 552
2.25 People per Car = 1,242
1,242 X 5 gallons per flush = 6,210 gallons per day
Peak Hour 950 gallons

Roy E. Olson
Landscape Engineer

REO:vmt

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Siskiyou Safety Rest Area

HIGHWAY Pacific M.P. 10.14 COUNTY Jackson DATE 7/23/74

I Traffic Data

A = [redacted]
19 73 = 8000 x 1.38 (Seasonal factor) = 11,040

B = Peak hour directional traffic = A 11040 x K 0.135 x D 6.6 = 894
Where K = Ratio of design hourly volume to ADT (0.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 894 x .10 = 89

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

M = Total parking spaces = C x 0.5 = ________
N = Car parking spaces = M x 0.7 = ________
O = Truck parking spaces = M - N = ________

190 x 5 = [illegible]
Flush = 950

III Comfort Facilities

P = Persons/hour using facilities = C x 2.5 = 190
89 2.25
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)
Q = Number of persons using men's facility = P x 0.5 = ________
R = Number of persons using women's facility = P x 0.5 = ________

The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .? = ________
(Factor of .3 to .5 may be used where local conditions so dictate)
T = Litter receptacles = M x .3 = ________
(Factor of .2 to .4 may be used where local conditions so dictate)
U = Drinking fountains = M x .1 = ________

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Sis[illegible]ou (Expansion)

HIGHWAY Pacific M.P. 10.14 COUNTY Jackson DATE May 27, 1971

I Traffic Data

A = 20 year ADT
19 85 = 11,200 x 1.38 (Seasonal factor) = 15,456

B = Peak hour directional traffic = A 15,456 x K 0.135 x D 0.6 = 1,252
Where K = Ratio of design hourly volume to ADT (o.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 1,252 x 0.10 = 125

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

Port of Entry - 10%

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Ext	Proposed
M = Total parking spaces = C x 0.5 =	62	47	59
N = Car parking spaces = M x 0.7 =	43	30	42
O = Truck parking spaces = M - N =	19	17	17

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25= 281 281 x 5 gals per flush 1405
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (o.75)
Q = Number of persons using men's facility = P x 0.5 = 140
R = Number of persons using women's facility = P x 0.5 = 140

The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels or	Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels or	Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

IV Other Facilities

S = Picnic tables (includes shelters w/tables) - M x .4 = 25
(Factor of .3 to .5 may be used where local conditions so dictate)
T = Litter receptacles = M x .3 = 19
(Factor of .2 to .4 may be used where local conditions so dictate)
U = Drinking fountains = M x .1 = 6

2178

OREGON STATE
HIGHWAY DEPARTMENT
1019 N. Riverside Ave. Medford, Ore. 97501 Ph. 779-6373

July 9, 1974

2 [illegible]
4 T
5 [illegible]
3 [illegible]

Mr. Brian Almquist
City Administrator
Ashland, Oregon 97520

Dear Sir:

Never-ending problems with our present septic-drainfield system and proposed expansion to meet crowded conditions at the Siskiyou Rest Area, 4 miles south of Ashland on Interstate I-5, necessitate us to request permission to construct 4 miles of sanitary sewer pipeline along the easterly side of the freeway and connect to your 8" line that crosses under the freeway just south of the Greensprings interchange and runs down Clover Lane.

Other methods of disposal have been investigated previously, but none appear to be feasible. The County Sanitarian will deny any permit to further expand our septic system because we are already contaminating wells below. The cost of portable sludge burners has risen tremendously, and fuel for operation is difficult to obtain. A sewage lagoon, as you would agree, would be aesthetically harmful to the environment. We have also considered connecting to an 8" line on Oak Knoll Drive; however, problems including a possible overloaded line preclude us from attempting to hook up here.

We are enclosing a sketch map showing where we wish to connect to your sewer lines, and also an architectural plan of the Siskiyou Rest Area expansion proposal. We would appreciate your review of this proposal, and indicate if it will be feasible for us to proceed with this project. Also please comment if it would be practical for you to venture jointly with us on any portion of this project that could make sewer service available to any of your residential areas.

Very truly yours,

Earl C. Purdy

Earl C. Purdy, Resident Engineer
1019 N. Riverside Ave., Rm. 49
Medford, Oregon 97501

O DH

O

CC J. X. Wilson

CC: Roy Olson
V. D. Wolfe
J. H. Versteeg

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

DATE July 9, 1974

TO Alfred J. Shirley, Jr., Region Engineer

FROM Earl C. Purdy, Resident Locating Engineer

Earl C. Purdy

0 WH

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SUBJECT Siskiyou Rest Area - Sanitary Sewer Service
Pacific Hwy. Jackson County

Enclosed please find preliminary cost estimates and sketch map for the proposed construction of a Sanitary Sewer pipeline from the Siskiyou Rest Area to connect with the City of Ashland's sanitary sewer system near the Greensprings interchange. We have contacted Ashland officials concerning our intentions, and they responded much the same as when we requested service to the Ashland Port of Entry. We have also contacted the Department of Environmental Quality, and they would like a copy of the preliminary plan for their review. Will you please forward this information along with your recommendations to their office in Portland in care of Pat Curran.

Initially we investigated four possible connection alternatives; two were abandoned because one involved crossing the freeway and about a mile of siphoning, and the other would have involved a joint venture with the City of Ashland who is not interested at this time. Of the two other proposals, Alternate A with an estimated cost of $331,000 would be the preference of this office. Alternate B costs $25,000 less, however, we would be adding 6,000 gallons per day of sewage to an already undersized 8" line which is owned by a private contractor who is planning additional loading of the line in the near future.

The favored proposed sewer line would begin at approximately freeway station 275+00 at the rest area with a 6" concrete pipe and proceed down the easterly side of the freeway behind the guardrail. Much of the 3'-deep trenching would be difficult and would involve the use of hand-operated equipment on some of the steep slopes. Maximum manhole spacing would be 500 ft. apart as dictated by DEQ rules; grade and alignment lessens this spacing to 200 to 300 feet on about half of the project length, with the average run being about 330 feet. At the Neil Creek Rd. and Crowson Rd. overcrossings a special connection will be required, with a 6" cast iron pipe being the conveyance. At the South Ashland interchange the line will cross under the north bound off ramp and will then probably need to go under the paved shoulder to pass by both overhead structures. Some have said that the line should be in the paved shoulder area whenever there is guardrail, however, this would probably leave a rather unsightly mess and at an extra $10 per ft. would not yield any savings.

Coming down the hill to the South Ashland interchange, the grade of the line would mostly run from 4.1% to 5.8%. After this point it would range from 1.0% to 2.4% in grade. With grades being this steep, velocities should be high enough that self cleansing will result.

The connection made to Ashland's system will be at an 8" line crossing under the freeway at station 1577+92 and angles to Clover Lane, then on down to a manhole on the Greensprings highway. This line seems to have adequate capacity and is also the choice of Allen Alsing, City of Ashland Public Works Director.

I will forward this proposal to the City of Ashland for their technical analysis and comments. When approval from you is received I can then make a formal request to Ashland for permission to connect to their system.

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

Siskiyou Rest Area - San. Sewer Line
Pacific Hwy. Jackson County
Earl C. Purdy Res. Engineer

Alternate A

Item	Amount
Mobilization - All @ $12,000	= $ 12,000
Temp. Prot. & Direct Traffic - All @ $2,800	= 2,800
Trench Excavation - 7,000 C.Y. @ $10.00	= 70,000
6" Cast Iron San. Sewer Pipe - 400' @ $8.50	= 3,400
6" Concrete San. Sewer Pipe - 20,600' @ $5.00	= 103,000
Extra for Pipe Under Pavement - 800' @ $10.00	= 8,000
Concrete Manholes - 60 ea. @ $700	= 42,000
	$241,200
+10 % Allowable	= 24,800
	$266,000
+20 % Profit, Overhead	= 53,000
Connection to Ashland System	= 2,000
20-year Service Charge	= 10,000
20-yr. total =	$331,000 ←

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

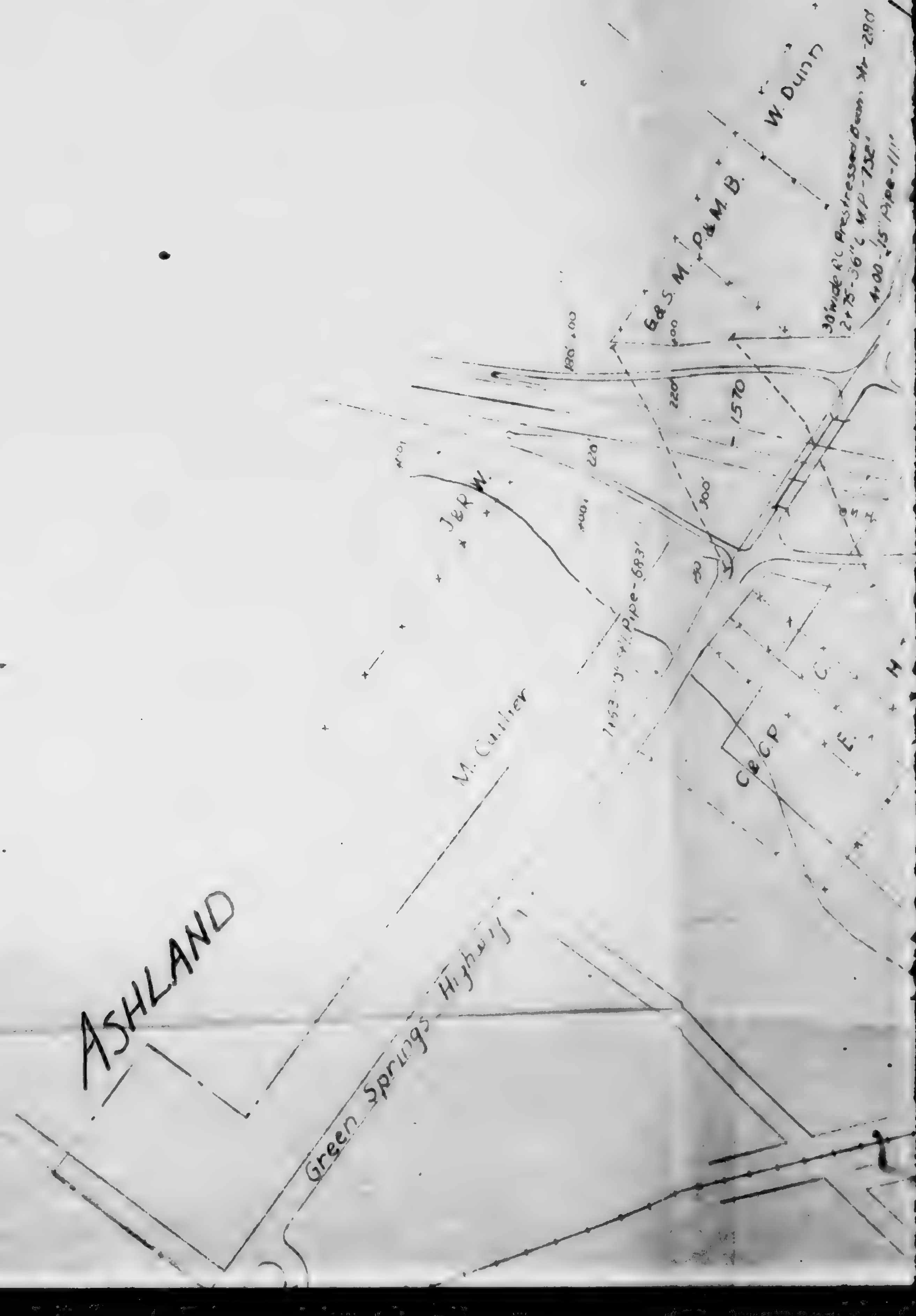
TABULATION SHEET
SHEET 2 OF 2 SHEETS

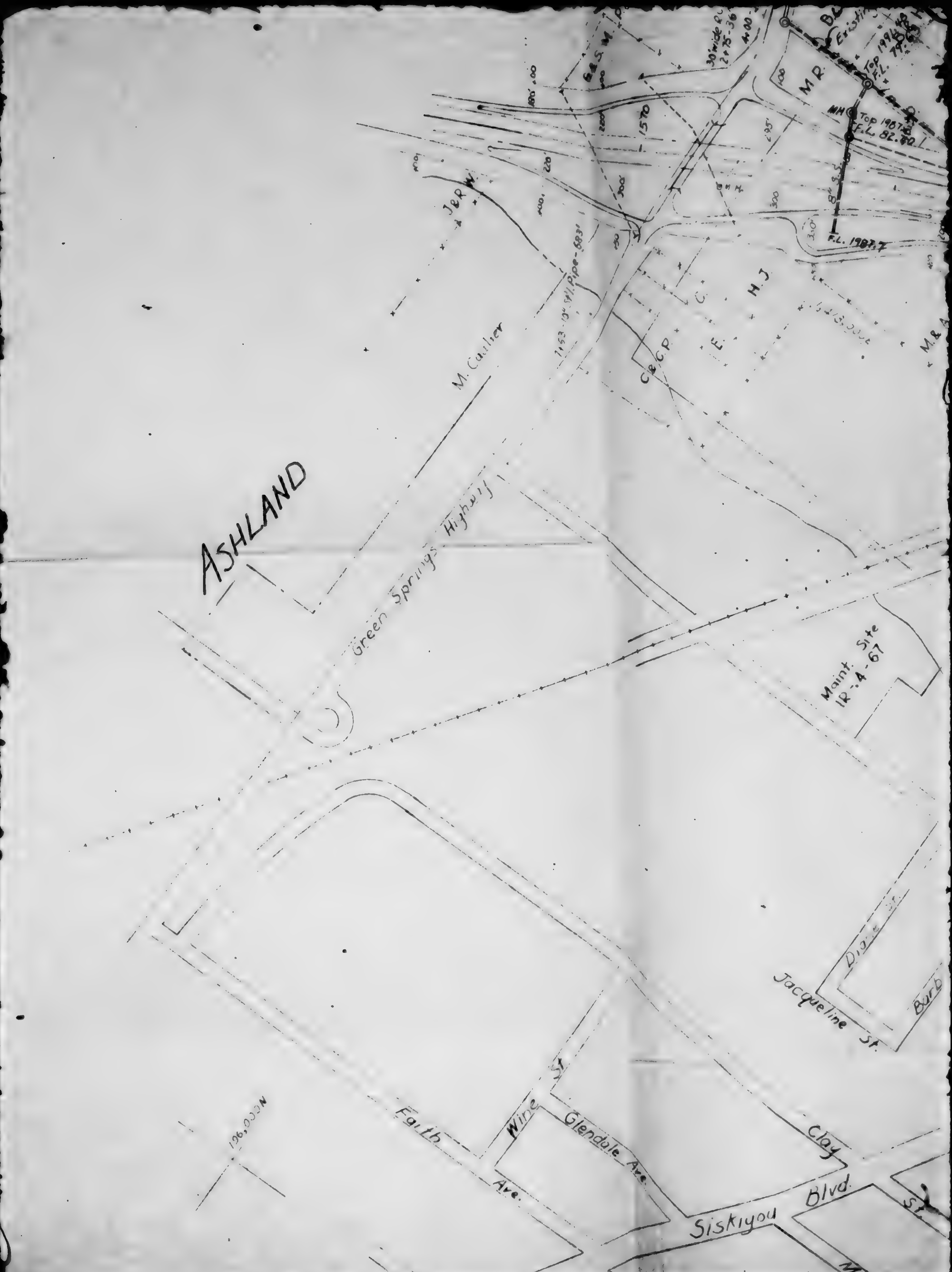
Siskiyou Rest Area - San. Sewer Line
Pacific Hwy.
Earl C. Purdy
Jackson County
Res. Engineer

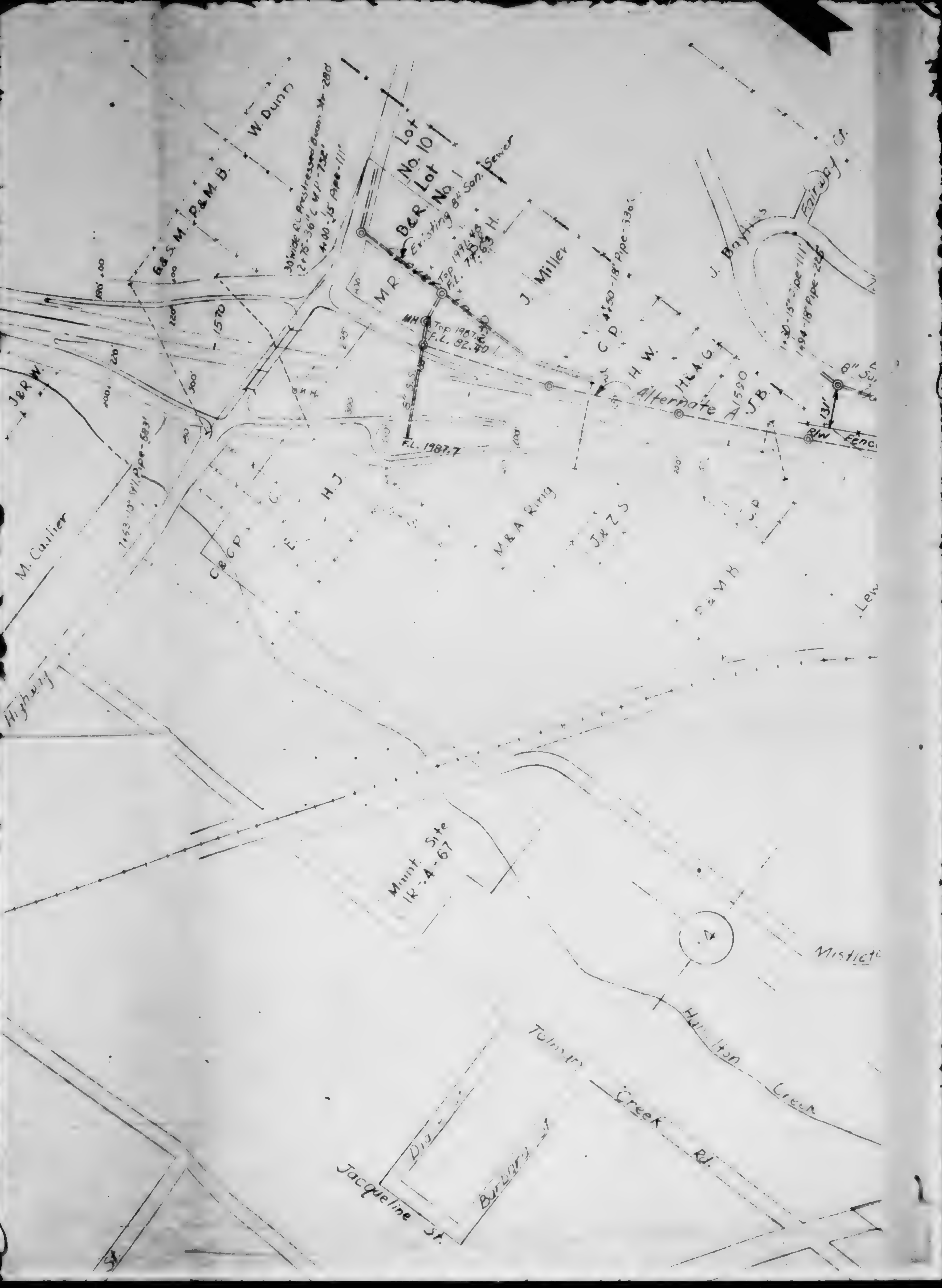
Alternate B

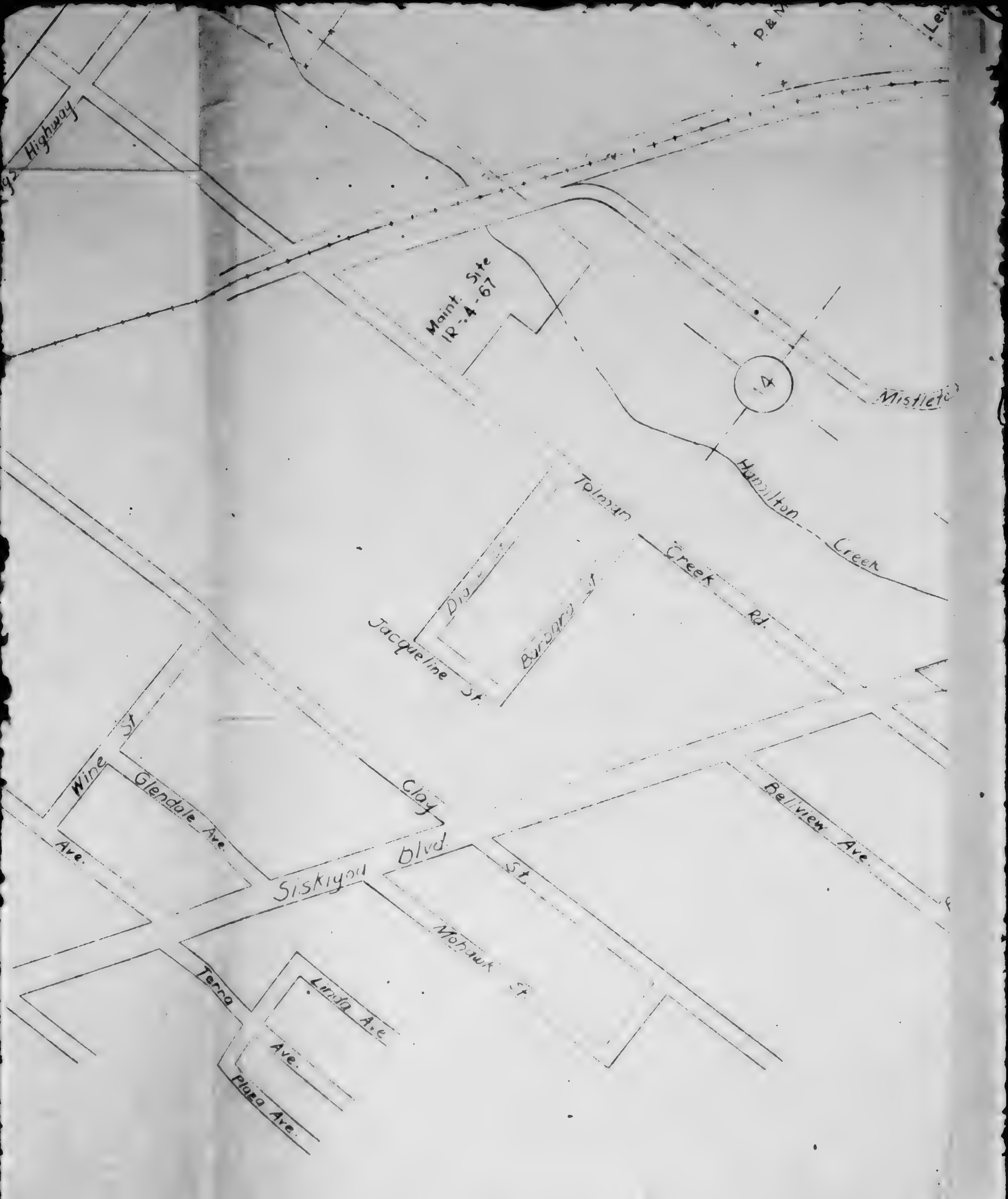
Item			Amount
Mobilization -			$ 11,000
Temp. Prot. & Direct. Traffic -	All @ $2,800	=	2,800
Trench Excavation -	6,400 C.Y. @ $10.00	=	64,000
6" Cast Iron Sewer Pipe -	400' @ $8.50	=	3,400
6" Concrete Sewer Pipe -	18,800' @ $5.00	=	94,000
Extra for Pipe Under Pavement -	820' @ $10.00	=	8,200
Concrete Manholes -	56 ea @ $700	=	39,200
			$222,600
+ 10% Allowable		=	22,400
			$245,000
+20% Profit, Overhead		=	49,000
			$294,000
Connection to Ashland System		=	2,000
20-yr. Service Charge		=	10,000
			$306,000 ←

OREGON STATE HIGHWAY DIVISION
SISKIYOU REST AREA —
SANITARY SEWER CONNECTION
PACIFIC HWY. JACKSON COUNTY
EARL C. PURDY - RES. ENGINEER
SCALE: 1" = 400' JULY 1974

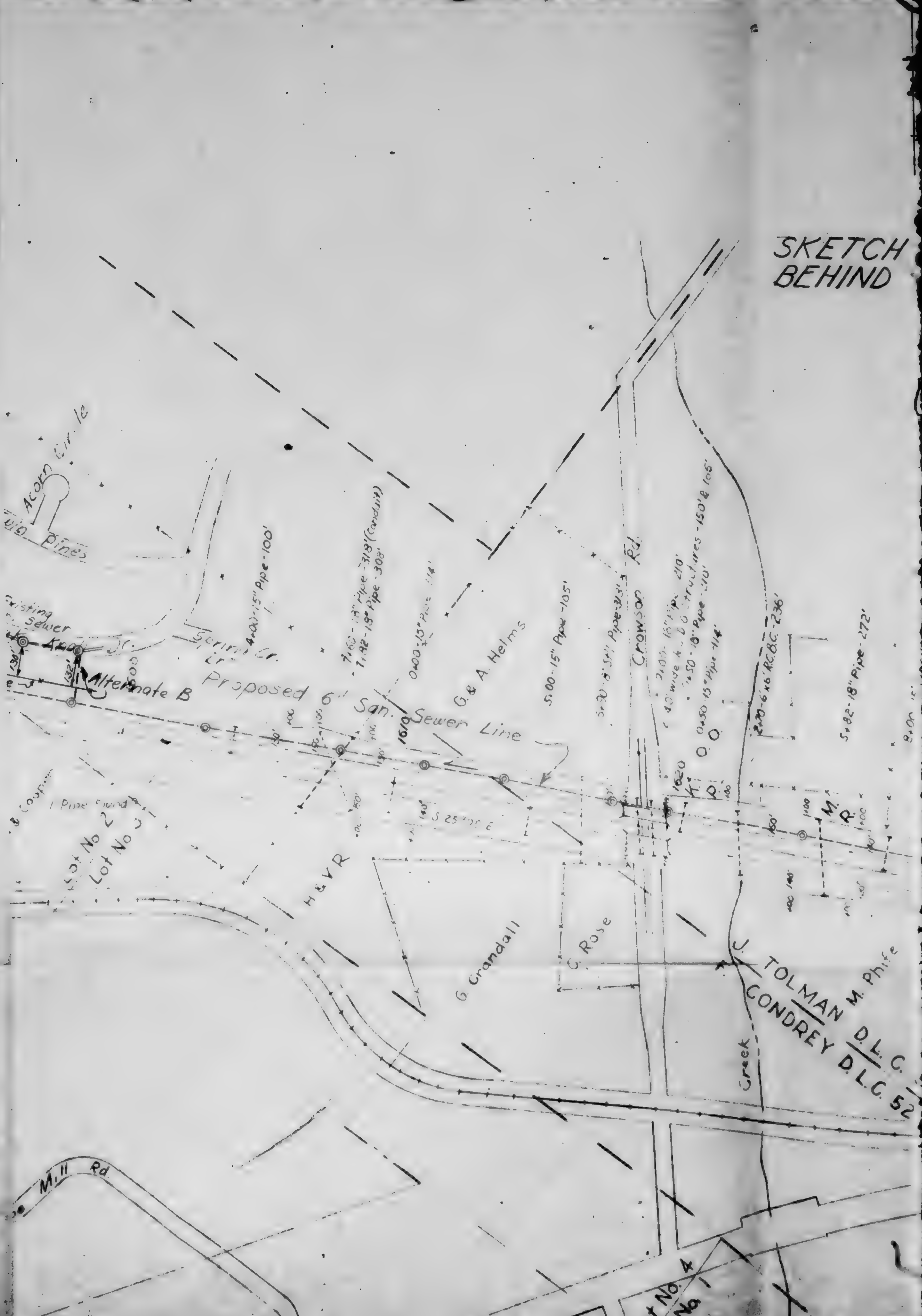


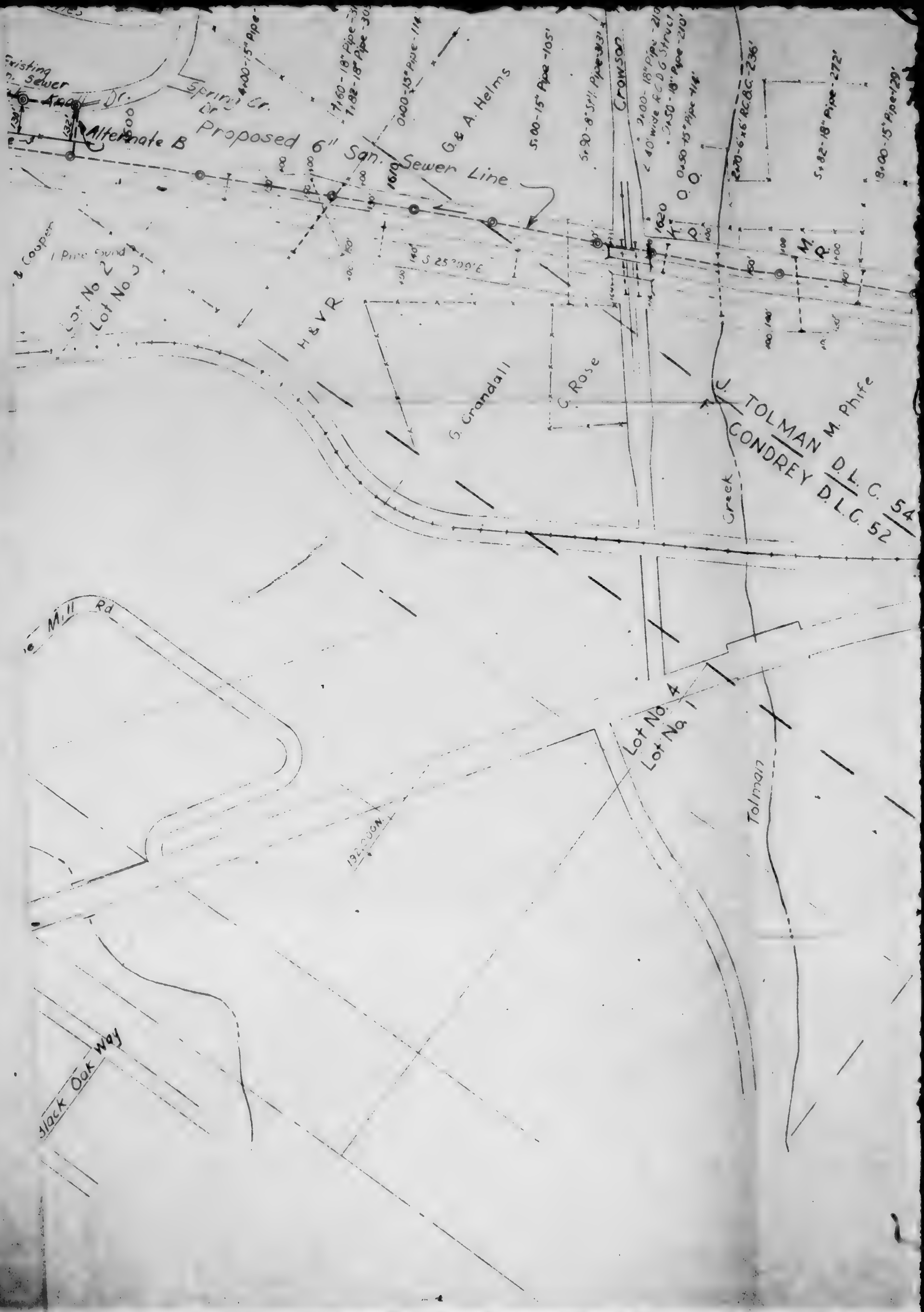

G.&S.M.
30' wide R.C. 2+75-36
4+00
MR
Existing
Top 1994.8
F.L. 79.63
MH
Top 1987.8
F.L. 82.70
8" S.S.
F.L. 1987.7
1570
300'
300
220
3.0'
MH
J.E.R.W.
1153-19" St'l Pipe-683'
C
H.J
E
C.B.C.P.
C.&C.P.
M.&A.
M. Caulier
ASHLAND
Green Springs Highway
Maint. Site
12-4-67
Jacqueline St.
Diane St.
Barb
Faith Ave.
Wine St.
Glendale Ave.
Clay St.
Siskiyou Blvd.
Mor
196,000N

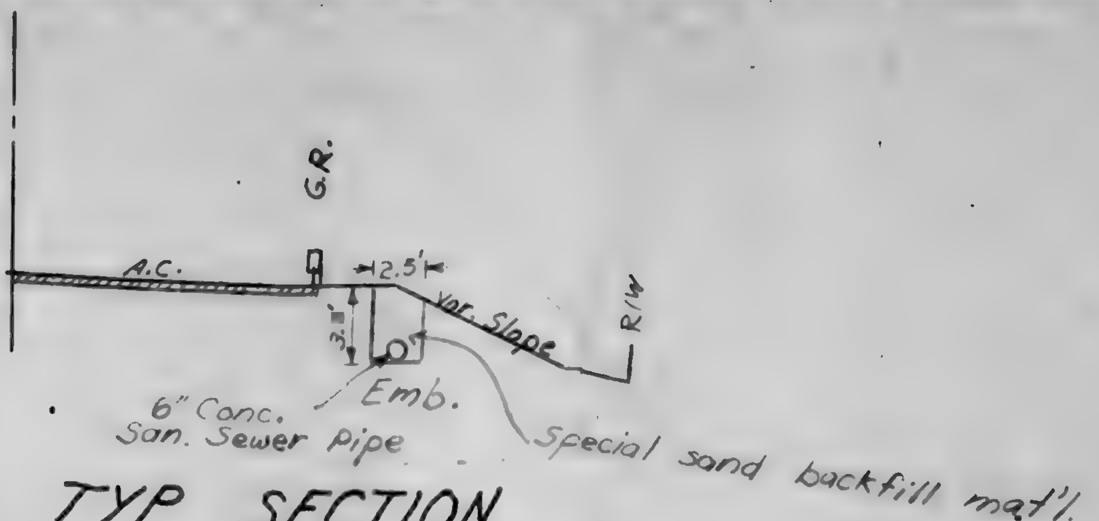

W. Dunn
G&S.M. P&M.B.
30' wide R.C. Prestressed Beam Str-280
2+75-36" C.M.P-75'
4+00-15" Pipe-111'
Lot No. 10
Lot No. 1
B&R
Existing 8" San. Sewer
Top 1996.48
F.L. 79.63
H.
M.R
MH
Top 1987.
F.L. 82.40
8" S.S.
F.L. 1987.7
J. Miller
C.D.
4+50-18" Pipe-330'
H.W.
H.&A.G.
1590
J.B.
Alternate A
J. Bayliss
Fairway Ct.
1+30-15" Pipe-111'
1+94-18" Pipe-226'
8" Su
131'
R/W
Fenc
1570
J&R.W.
1+53-10" St'l. Pipe-583'
M. Caulier
C.&C.P.
E.
H.J
M.&A. Ring
J.&Z.S.
S.&M.B.
J.P.
Lew
Highway
Maint. Site
IR-4-67
Mistleto
Hamilton Creek
Tolman Creek Rd.
Jacqueline St.
Burbank
St.



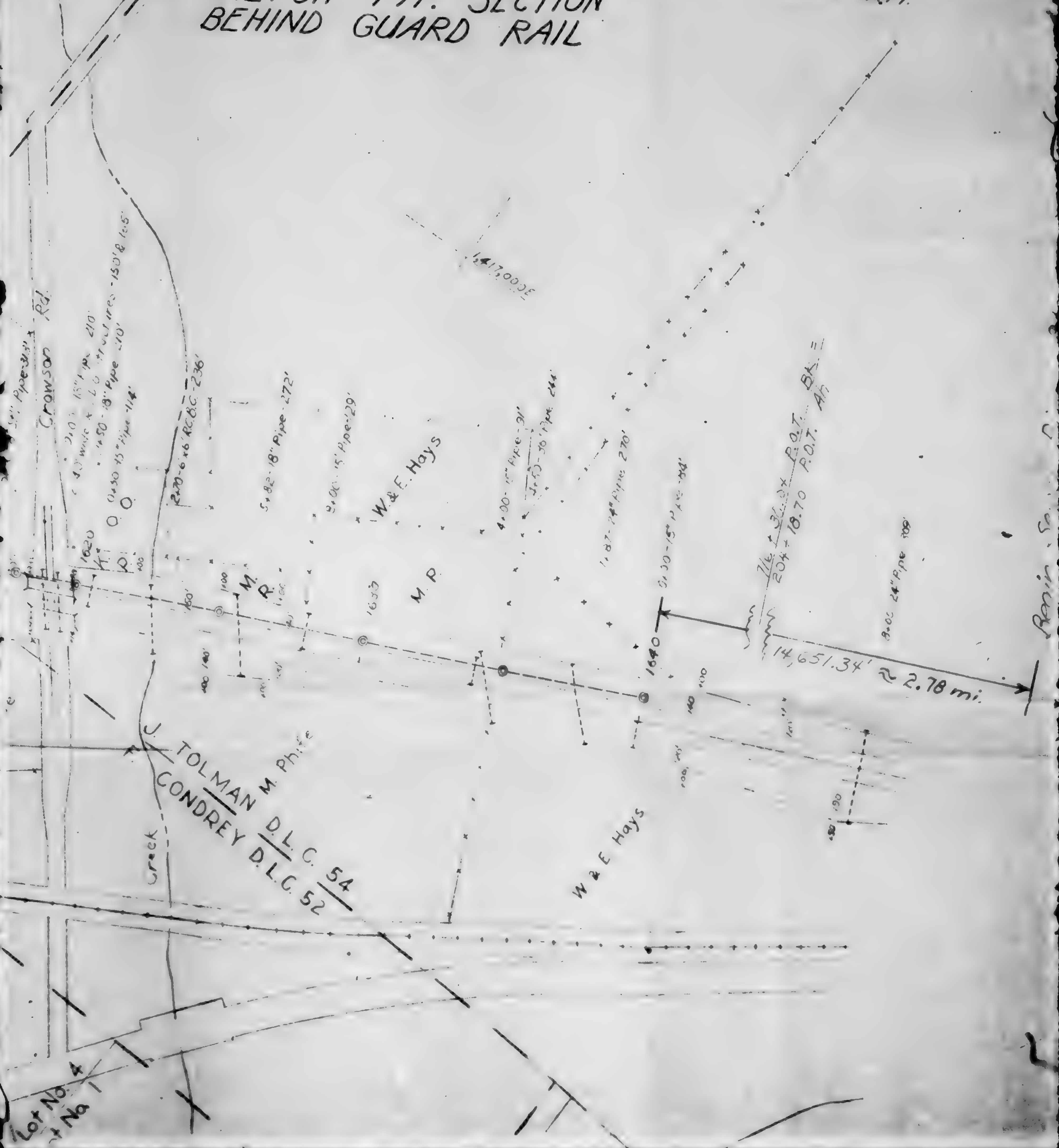
ys
Highway
P.&N.
Lew
Maint. Site
IR-4-67
4
Mistleto
Hamilton Creek
Tolman Creek Rd.
Di St
Burgard St
Jacqueline St
Wine St
Glendale Ave.
Clay
Ave.
Siskiyou Blvd
Bellview Ave.
St.
Mohawk St
Terra Ave.
Linda Ave
Plaza Ave.

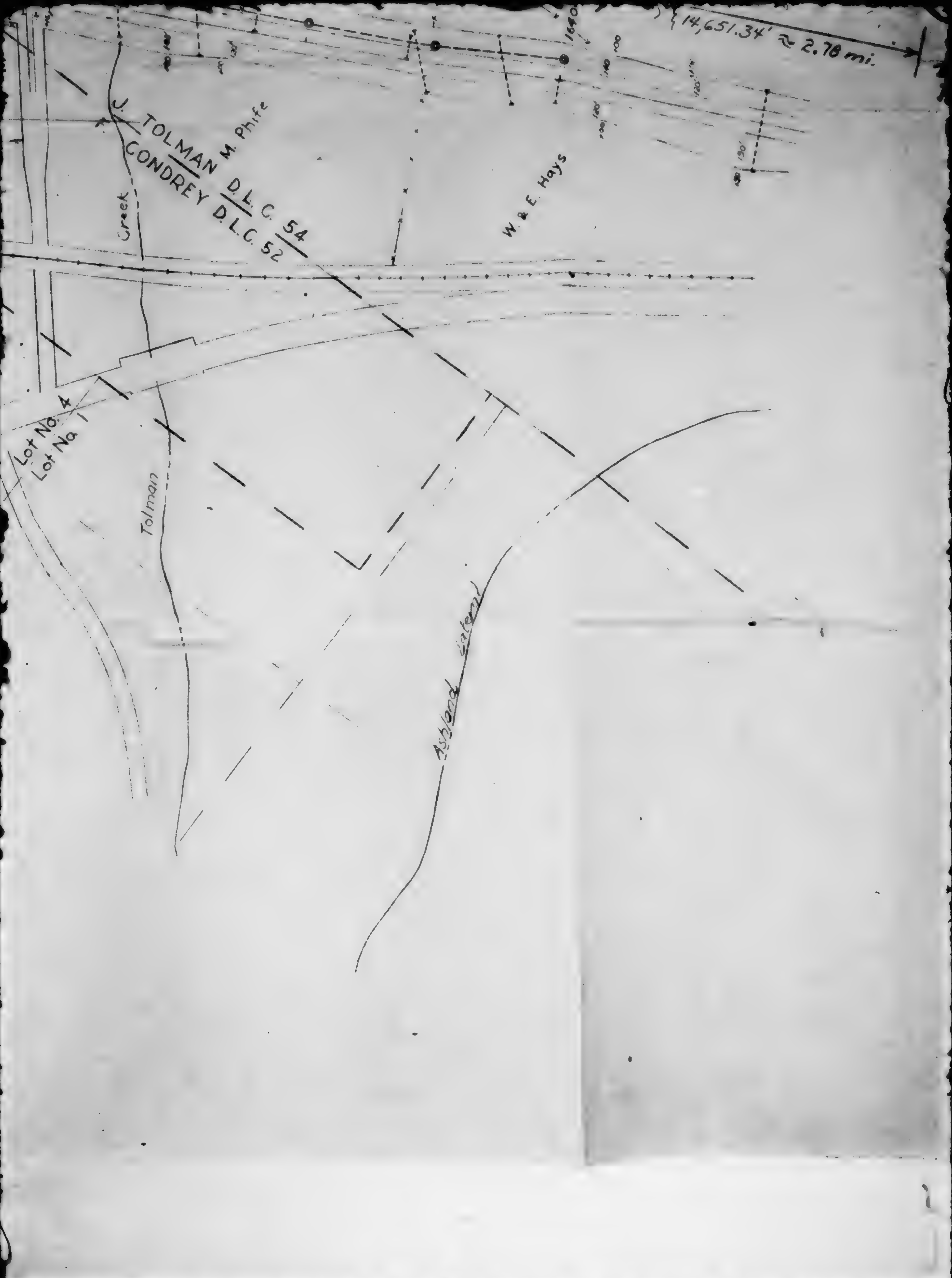

SKETCH
BEHIND
Acorn Circle
Pines
Existing Sewer
Spring Cr.
130'
132'
Alternate B
Proposed 6" San. Sewer Line
4+00-15" Pipe-100'
7+60-18" Pipe-318' (Conduit)
7+92-18" Pipe-308'
0+00-15" Pipe 114'
1610
G.& A. Helms
5+00-15" Pipe-105'
5+90-8" Pipe-315'
Crowson Rd.
2+00-15" Pipe 210'
40' wide & D O Structures-150' & 105'
1+50-18" Pipe-210'
0+50-15" Pipe-114'
O. O.
2+70-6'x6' R.C.B.C.-236'
5+82-18" Pipe-272'
8+00
1620
K. D.
M. R.
S 25° E
Pipe found
Lot No 2
Lot No 3
H & V R
G. Crandall
C. Rose
J. TOLMAN D.L.C.
M. Phife
CONDREY D.L.C. 52
Creek
Mill Rd.
Lot No. 4
Lot No. 1


Existing
Sewer
Knott Dr.
Spring Cr. Dr.
Alternate B
Proposed 6" San. Sewer Line
4+00-15" Pipe
1+60-18" Pipe-31
1+82-18" Pipe-30
0+00-15" Pipe-114
G.& A. Helms
5+00-15" Pipe-105'
5+90-8" Spl. Pipe-33'
Crowson
2+00-18" Pipe-210
< 40' wide R.C.D.G. Struct
2+50-18" Pipe-210'
0+50-15" Pipe-118'
O. O.
2+70-6'x6' R.C.B.C.-236'
5+82-18" Pipe-272'
8+00-15" Pipe-129'
1610
1620
K. D.
M. R.
S 25°09'E
& Cooper
I Pipe found
Lot No 2
Lot No 3
H&VR
G. Crandall
C. Rose
J. TOLMAN D.L.C. 54
CONDREY D.L.C. 52
M. Phife
Creek
Mill Rd
Lot No. 4
Lot No. 1
Tolman
192.00 N.
Black Oak Way

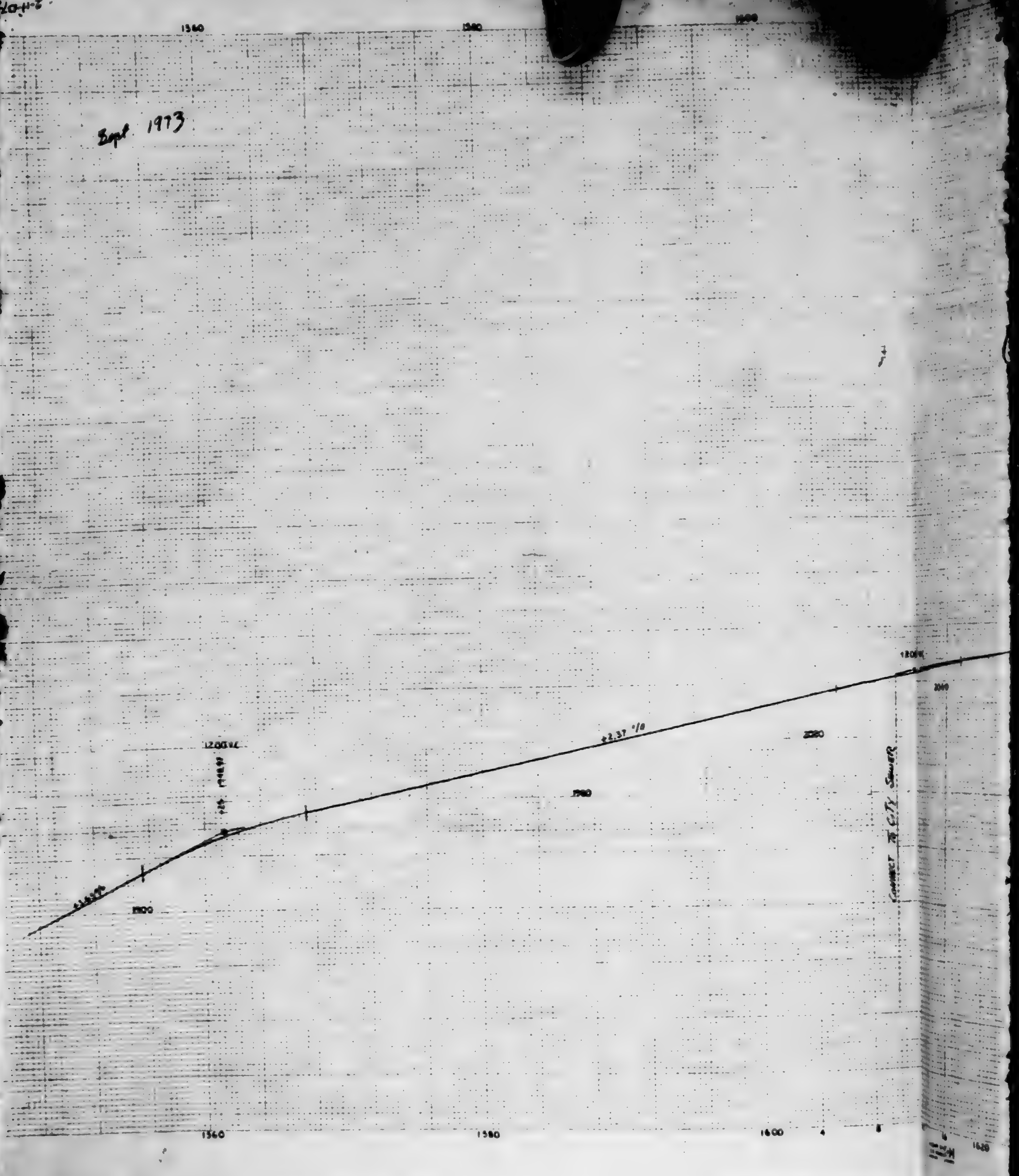


SKETCH TYP. SECTION
BEHIND GUARD RAIL




14,651.34' ≈ 2.78 mi.
1640
130'
J. TOLMAN D.L.C. 54
CONDREY D.L.C. 52
M. Phife
W. & E. Hays
Creek
Tolman
Lot No. 4
Lot No. 1
Ashland cistern

Sept 1973


1560
1580
1600
1200 INV
1198.97
1900
+2.37 %
1980
2020
1200
2060
CONNECT TO CITY SEWER
1560
1580
1600
4
8
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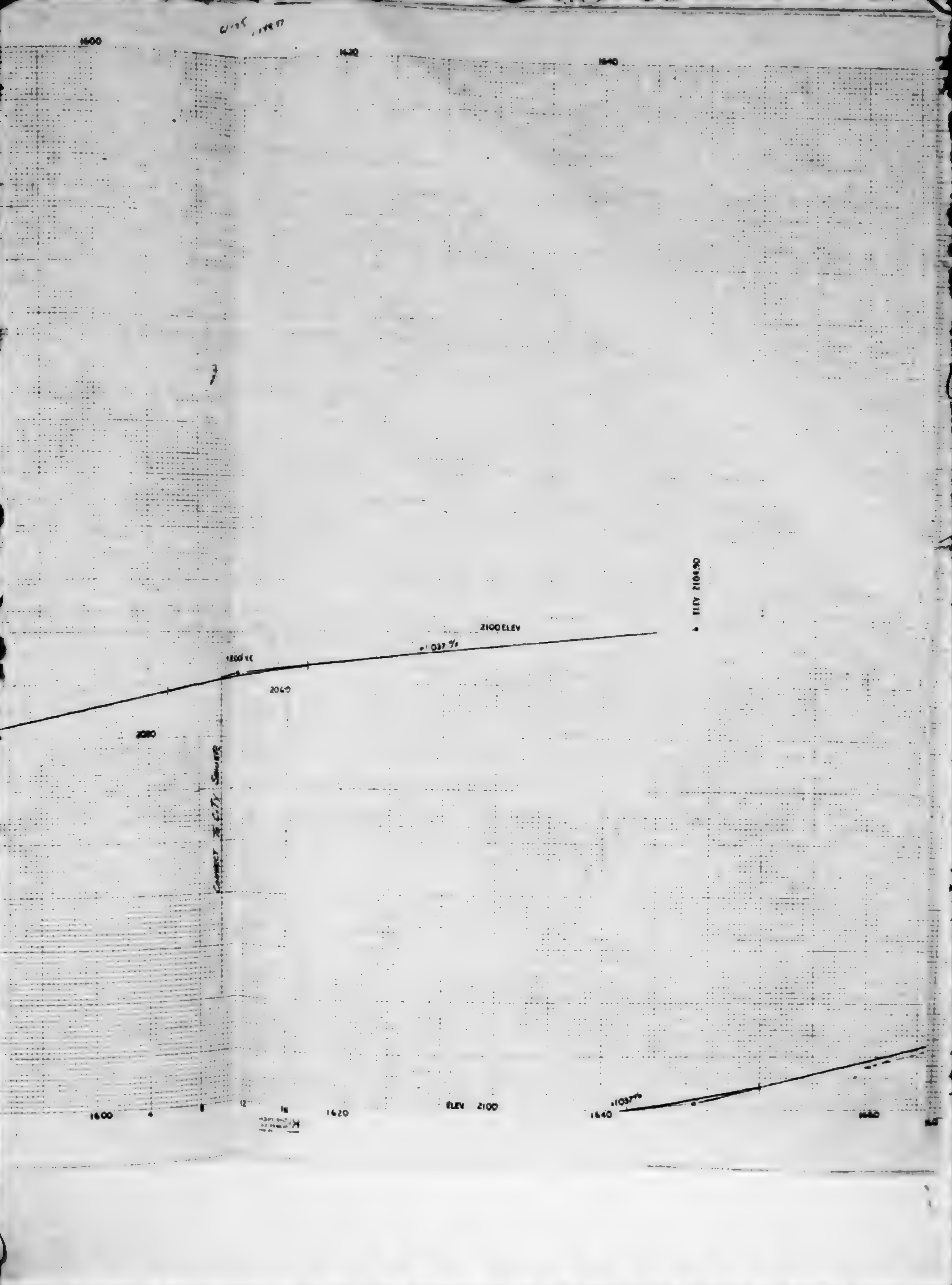1600
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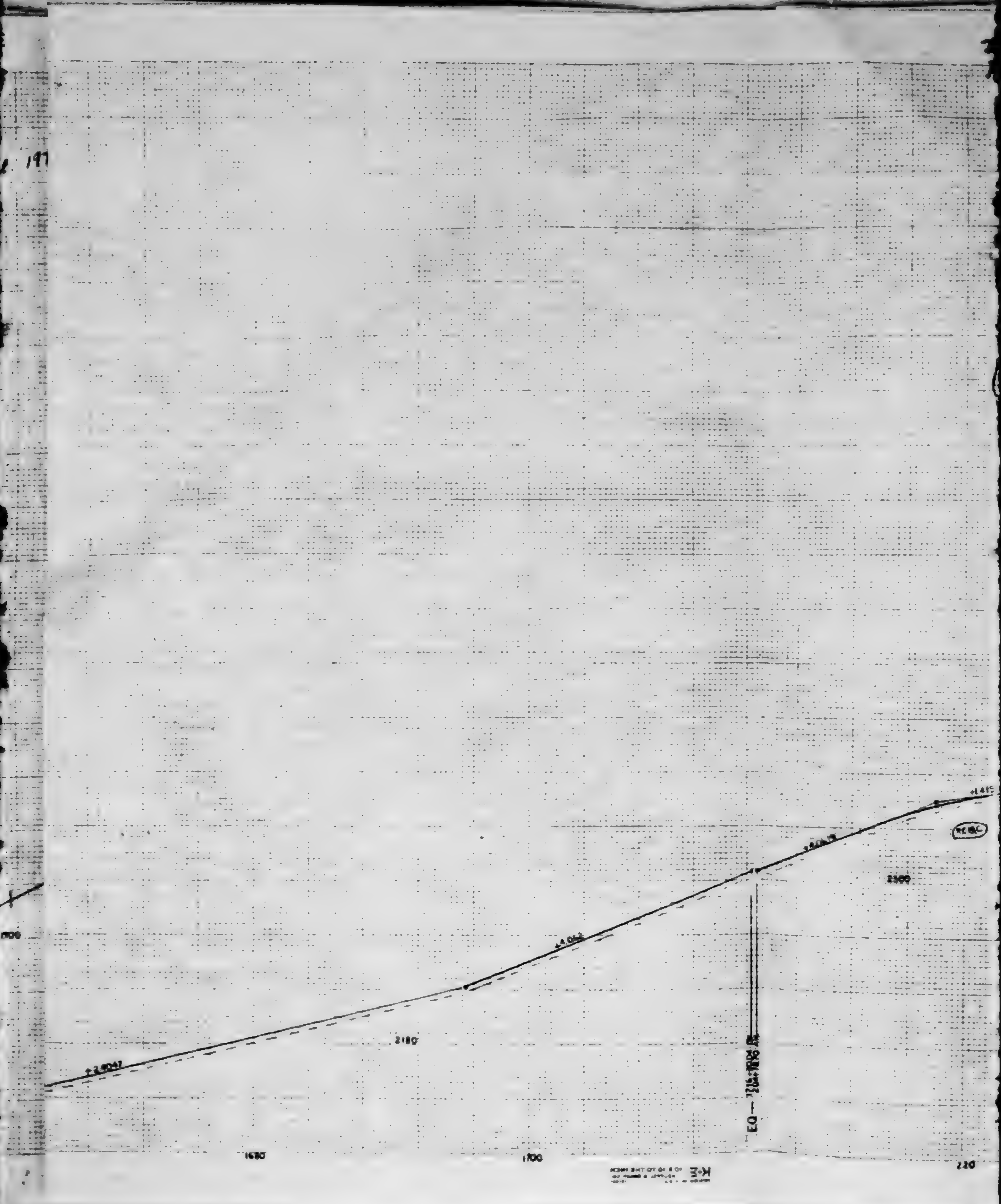
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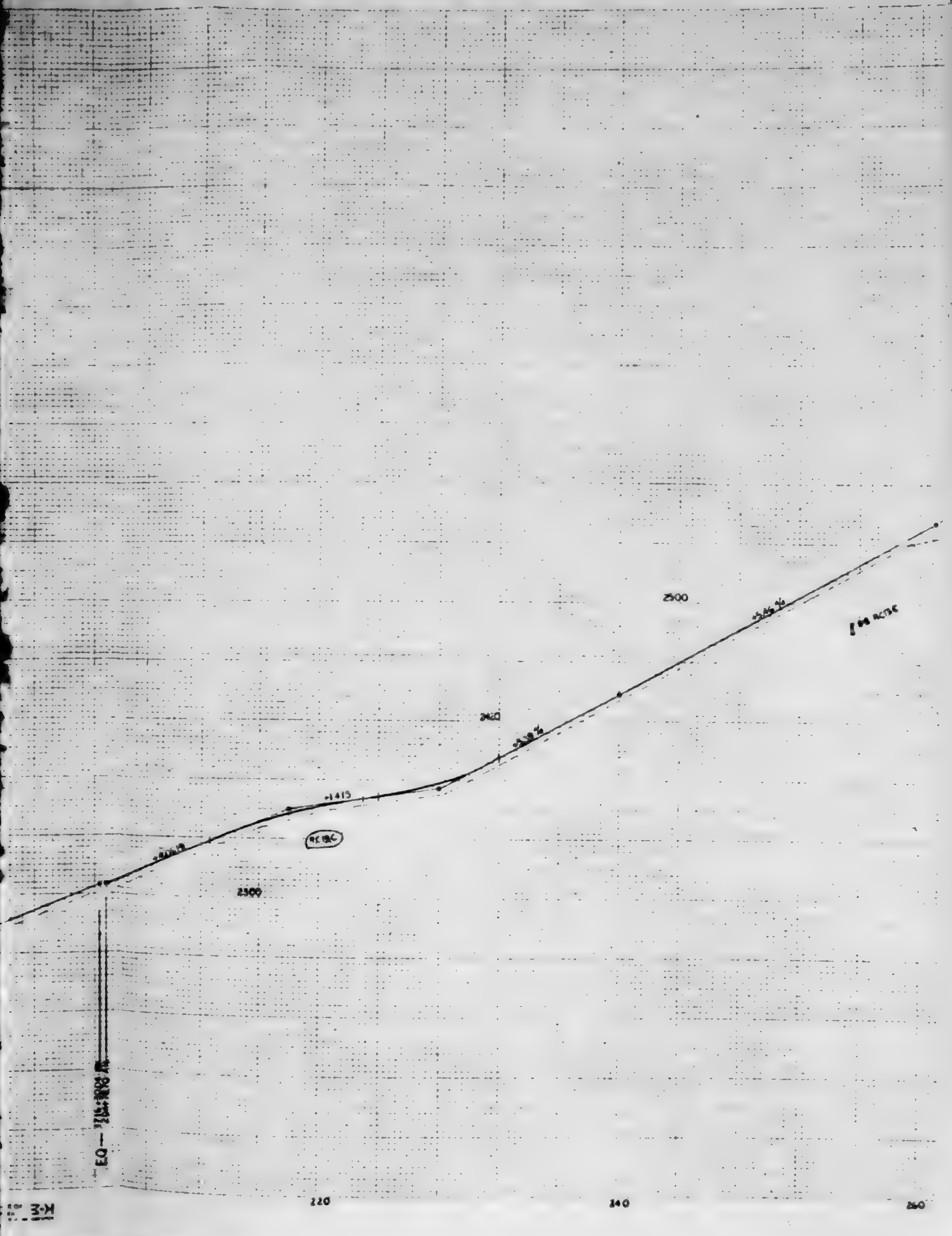

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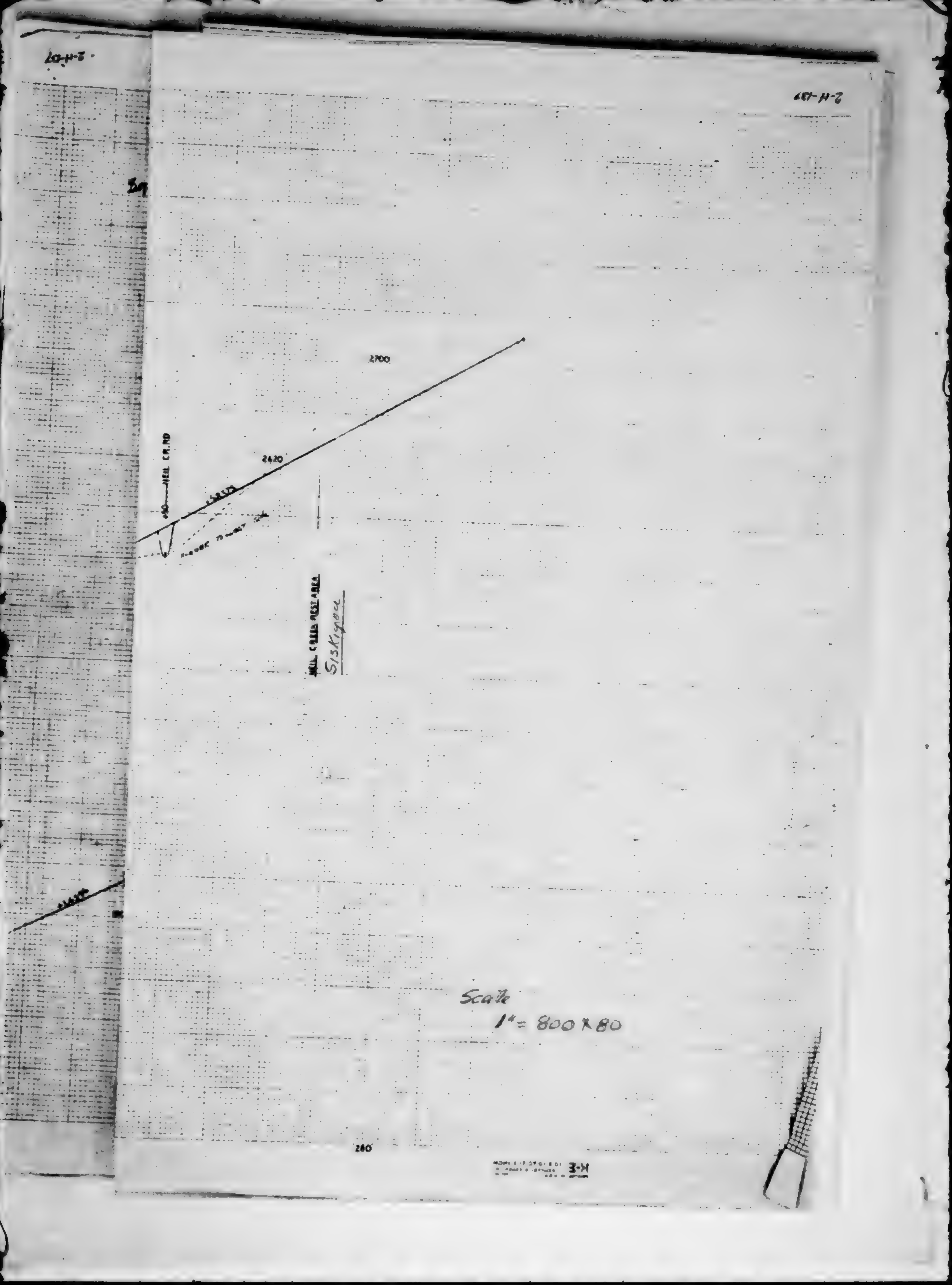
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MILL CREEK REST AREA
Siskiyou
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K-E

8198

J

July 5, 1974

Mr. Justin P. King, President
Travel InfoCentres of Oregon, Inc.
Post Office Box 1548
Portland, Oregon 97207

Dear Mr. King:

I assume the locations tabulated in your July 1 letter are in agreement with Schedule D attached to the contract signed last week. Unless you advise to the contrary, we will assume this is the case.

We will not construct the kiosk included in our current contract for the southbound Manzanita Rest Area. Our Landscape Unit is going to furnish me with some ideas as to the proper location for an Information Plaza in this rest area which I will forward for your consideration. It would seem to be to our mutual advantage if provisions could be made for any needed utility conduits while our work is in progress to avoid later tearing up the ground.

Your early decision on location and other factors would be appreciated.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

cc R. S. Montgomery

bc F. B. Klaboe
A. E. Johnson
D. G. Talbot
E. S. Hunter
C. O. Fredrickson
Alfred Shirley, Jr.
Roy Olson
C. T. Keasey
W. J. Hart
Jack Sollis

Travel InfoCentres of Oregon Inc

PO Box 1548
Portland, Oregon 97207
(503) 226-6788

Mr. Scott Coulter, Assistant State Highway Engineer,
State Highway Building, Salem, Oregon 97310

1 July 74

MR. COULTER, further to my letter of this date, by circumstance of this letter we are requesting formal Highway Division approval for the erection of InfoCentres in the following Safety Rest Areas on Interstate 5:

1. Santiam River (north and southbound)
2. Oak Grove (north and southbound)
3. Getting Creek (north and southbound)
4. Manzanita (southbound)
5. Siskiyou (northbound)
6. Cabin Creek (north and southbound)
7. South Umpqua (northbound)
8. Cow Creek (northbound)
9. Valley of the Rogue State Park (southbound)

The exact locations, sequence of erection, and structural types, in each instance will, as we discussed, only be known once we have the experience of our sales program. We shall, however, apprise you in writing of our requests to erect specific InfoCentres in these Safety Rest Areas as soon as circumstances permit.

In view of our proposed location in southbound Manzanita Safety Rest Area, please consider this letter as our formal request to delay construction of the new Highway Division kiosk, so that the public information can be properly coordinated with InfoCentres.

Sincerely,

TRAVEL INFOCENTRES OF OREGON, INC.

Justin P. King
President

cc: R. S. Montgomery
R. Weiss
J. Sollis
P. Arthur
P. S. Sephton

8198

File 8

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE July 2, 1974

TO MEMO

H. S. Coulter

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Information Plazas

An agreement between Travel InfoCentres of Oregon, Inc., the Travel Information Council and the Highway Division was recently signed concerning the establishment of Information Plazas in rest areas throughout the state.

Included in Schedule D of that agreement are the rest areas that InfoCentres might have plazas in over the first year or so of the program. Current plans call for construction of new structures to provide Information Plazas in the following rest areas:

Baldock (north and southbound) - by late summer 1974
Multnomah Falls (parking lot)- - perhaps by late summer 1974
Santiam River (northbound) - - - late spring 1975
Oak Grove (southbound) - - - - - late spring 1975
Gettings Creek (northbound) - - late spring 1975
Manzanita (southbound) - - - - - late spring 1975
Siskiyou (northbound)- - - - - - late spring 1975

InfoCentres is also considering modification of our existing map display at the following locations by late spring 1975:

Santiam River (southbound)
Oak Grove (northbound)
Gettings Creek (southbound)
Cabin Creek (north and southbound)
South Umpqua (northbound)
Cow Creek (northbound)
Valley of the Rogue State Park (southbound)

Any proposed plans or modifications to these rest areas should consider these Information Plazas.

HSC:ia

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
Dave Talbot
D. H. Moehring
C. T. Keasey
Roy E. Olson
Regional Engineers

9198

8

NOTED
JACK L. SOLLIS

Travel InfoCentres of Oregon Inc

PO Box 1548
Portland, Oregon 97207
(503) 226-6788

Mr. Jack Sollis, Assistant Attorney General,
Highway Division, Salem, Oregon 97301

RECEIVED
JUN 24 1974
LEGAL

21 June 1974

JACK, at the request of Al Hampson, I am enclosing a copy of Paul's recent letter to Al, which discusses, among other items the possibility of delaying the demolition of the existing DOH information shed located in the southbound Manzanita rest area.

Because of the imminence of the construction at Manzanita, we are hopeful that something can be done soon to prevent any possibility of jeopardizing the InfoCentre program. We will look forward to hearing from you at the earliest possible time with regard to an answer to this problem.

Sincerely,

TRAVEL INFOCENTRES OF OREGON

Justin

Justin P. King

Encl.

cc: Paul Arthur
Al Hampson

Travel InfoCentres of Oregon Inc

PO Box 1548
Portland, Oregon 97207
(503) 226-6788

Mr Alfred Hampson, Chairman, Travel Information Council,
c/o Hampson McLean, 1018 Public Service Building, Portland,
Oregon 97201

10 June 1974

MR CHAIRMAN, the attached notes on Justin King's 6th June meeting with Mr. Olson, the State Landscape Engineer, will, I think, be as much news to you as it was to us.

Now that a contractual agreement has been reached, we are, as you know, about to invest heavily in the installation of InfoCentres in the Safety Rest Areas of Oregon - beginning with Baldock, north - and south-bound.

My first purpose in writing to you is to place it on record that it is on the basis of our understanding (as reflected in JK's notes on his meeting with Mr. Olson) that we feel safe in starting construction in the two Baldock rest areas.

Should you discover that our information is in any way incorrect, I naturally would be grateful if you would let us know at the earliest possible date in view of our imminent plans. Inasmuch as we do not have a direct link with the State Highway Division except through the Council, I am requesting you to ascertain through Mr. Scott Coulter that an understanding is a correct one. If I do not hear further from you, I shall assume it to be so.

My second purpose is to request your support in delaying the demolition and reconstruction of the small DOH map kiosk in the Manzanita rest area. As you also know, it is our intention, as well as building major structures in Baldock, to refurbish certain of these existing structures, as designated on Schedule C of our contract,at an early date. Manzanita is one of these and it is my understanding that, if formally requested within the next two weeks, a halt on the destruction of this kiosk will be seriously considered by the State Highway Division. I do urge you to take this matter up also with Mr. Coulter at the earliest possible moment.

Apart from Manzanita, however, it would seem to us that the entire rebuilding program for these kiosks has been conceived without any knowledge, on the part of Mr. Olson, of what the TIC, the Highway Division, and InfoCentres have in mind for these rest areas. A series of new and expensive map installations in the rest areas (many of them in the exact locations where in the future we shall want to be able to erect our InfoCentre structures) is unthinkable

On this last point (about the kiosk at Manzanita and the kiosks generally), I would very much like to hear from you as it would seem that this rebuilding program jeopardizes our ability to function in the rest areas.

Yours sincerely,

Paul Arthur

Paul Arthur
Chairman

PA/slf

cc: R Weiss
P Sephton
J King

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On this last point (about the kiosk at Manzanita and the kiosks generally), I would very much like to hear from you as it would seem that this rebuilding program jeopardizes our ability to function in the rest areas.

Yours sincerely,

Paul Arthur

Paul Arthur
Chairman

PA/slf

cc: R Weiss
P Sephton
J King

Roy Olson, State Landscape Engineer
Skip Spooner, Ass't. State Landscape Engineer

NOTE: These people, who are responsible for planning and development of Highway Rest areas had never heard details of the InfoCentre project until May 1. Up to that time, they had just thought it was "an idea" and had no idea it was to be started immediately. ie. there was no coordination from Scott Coulter.

Rest areas are kept open during expansion work, with contractor directed to "impede traffic as little as possible." Some spot observations show traffic counts in areas under construction do not drop.

1. Baldock - contract to be let September 1974 summer 1975 = work done on new expansion area only summer 1976 = work done on refurnishing existing area. Time expect for completion of refurbish work is 2 weeks to 1 month.

Baldock plan includes:
A. expansion to new areas
B. remodeling existing area, including existing toilet building
C. tearing down existing info shed and cooperating with InfoCentres on erection of our new building (this year).

2. Oak Grove - landscapers would propose a study
A. would need to rearrange paving, which is now done with redwood header boards
B. would like to consider having the state info shed left and putting air InfoCentres building to the north. Would work with us on exact location.

3. Gettings Creek - to be expanded - contract to be let July, 1975.

4. Manzanita - currently under contract for construction with expected completion Fall, 1974.
A. will include a new state info-shed
B. construction on this new info-shed could be stopped now, but "it would be very difficult" and Olson does not advise doing so. any decision to stop must be made within the next 2 weeks to 1 month and must be coordinated through Scott Coulter.

5. Siskiyou - will let contract February, 1975.

6. Multnomach Falls - whole are planned to be "reworked." This is now in early planning stages only with no date set for letting a contract.

7. I - 80 N - A. Olson suggests that when we start work in such rest areas as Weatherby, Baker Valley, etc. we should plan to leave the existing new info-kiosks and just add our building. Feels there is plenty of room for both structures to look nice and that the additional space can be well utilized.

NOTE: County Building Permits are needed. Must check with Regional State Engineer on details. C.O. Fredrickson, Regional Engineer, 205 East Salem Highway Building, Phone - 378-2626.

8178

J-5

Salem, Oregon
May 31, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48253 - Kissinger
Barron Creek-Siskiyou Summit Sect.
Siskiyou Summit Frontage Rd.
(Formerly Pac. Hwy.)
Jackson County

Attached is a description, an authorization and Right of Way prints covering additional Right of Way requested by Region 3 personnel.

Please see the attached copy of Geroge Thornton's letter, copy of transmittal slip and copy of Martin Havig's letter, for background information.

1 Versteeg ✓
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Terpin
Scott
Swenson
R. Olson
Trout

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J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachment

Medford, Oregon 97501
July 10, 1973

John N. [illegible]
Regional Maintenance Engineer
Roseburg, Oregon

Proposed Property Acquisition
Old Siskiyou Summit

Recent plans to straighten an adverse curve and [illegible] portion of highway away from a major slide area at the summit of the Old Siskiyou Highway, between the Siskiyou Station and California Line, reveal[illegible] possibility a portion of the highway [illegible] on private prop.

Bill [illegible] survey crew was requested to determine the locatio the travel lanes in relation to the private property and [illegible] indicates an encroachment of approximately 27' does exist.

Due to the encroachment and the need for a realignment of the highway in this area, it is recommended the State purchase an additional 100' of right of way on the east side of the summit between Station (62+00 and Station (70+00 approximately and as shown on the attached sketch map. The subject parcel would alleviate the present encroachment and meet future maintenance needs.

If Region concurs with the recommendation, it is requested the Right of Way Department be instructed to initiate the subject purchase.

(Region Concurred)

George T. [illegible]
District Engineer

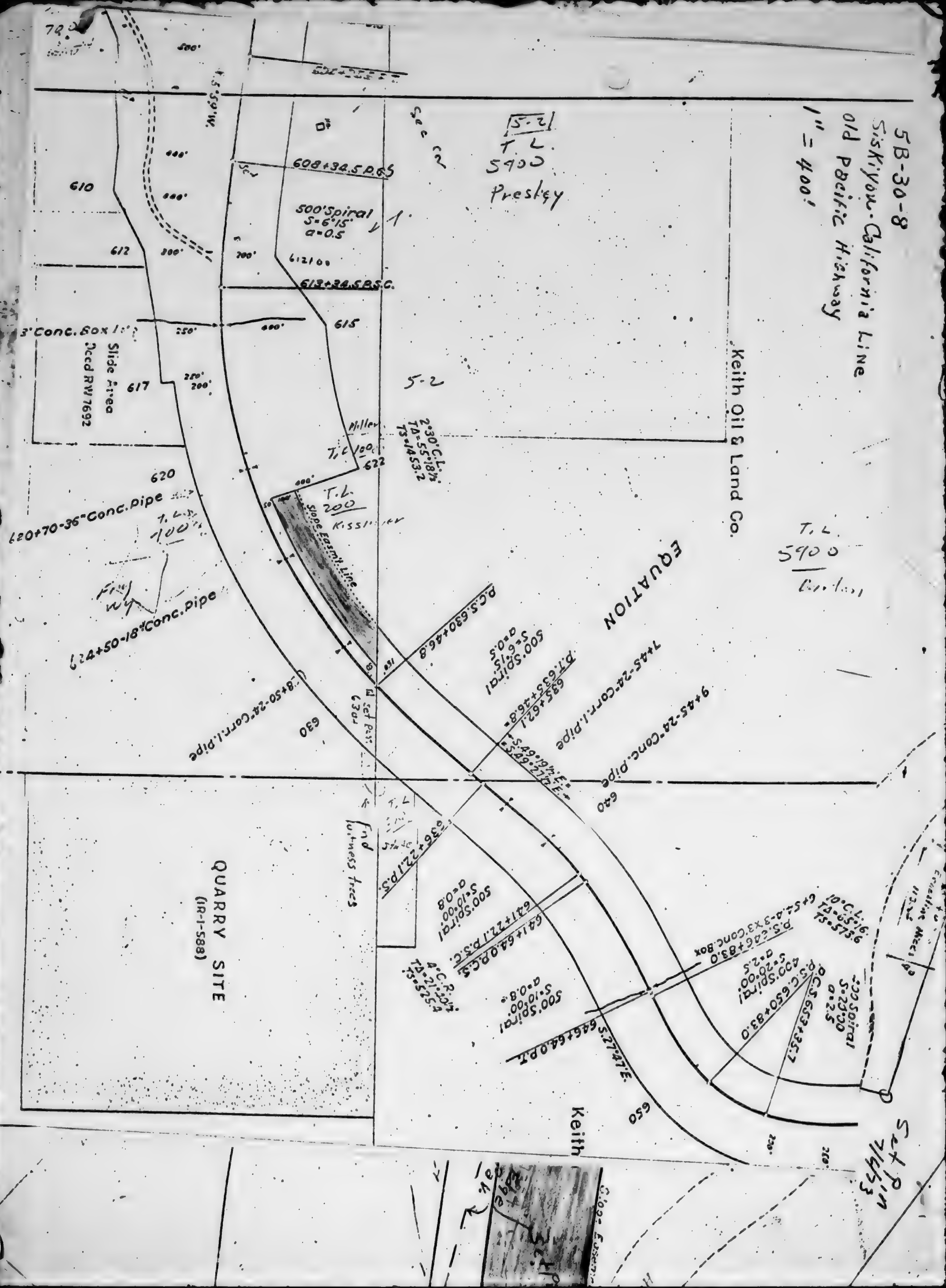
GTT:flk

CC: [illegible]
Attachment

NOTED
J. F. GOSSON

NOTED
G.T. [illegible]ON

RECEIVED
MAY 21 1974
ROSEBURG R/W


5B-30-8
Siskiyou-California Line
old Pacific Highway
1" = 400'
5-2
T.L.
5900
Presley
608+34.5 P.S.S.
500' Spiral
S=6°15'
a=0.5
612+34.5 P.S.C.
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622
3' Conc. Box
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Miller
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2°30' C.L.
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Kissinger
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624+50-18" Conc. Pipe
5-2
Keith Oil & Land Co.
T.L.
5900
EQUATION
P.C.S. 630+46.8
500' Spiral
S=6°15'
a=0.5
635+62.1
P.I. 635+46.8
7+45-24" Corr. I. Pipe
9+45-24" Conc. Pipe
8+50-24" Corr. I. Pipe
S.49°19'E.
S.49°27'E.
630
640
Set Post
T.L.
636+22.1 P.S.
Fnd witness trees
QUARRY SITE
(IR-1-588)
500' Spiral
S=10°00'
a=0.8
641+22.1 P.S.C.
641+64.0 P.C.S.
4° C.R.
TA=21°20'
TS=525.4
500' Spiral
S=10°00'
a=0.8
645+64.0 P.I.
S.27°27'E.
P.S. 646+83.0
6+52.0-3x3 Conc. Box
10° C.L.
TA=65°16'
TS=573.6
400' Spiral
S=20°00'
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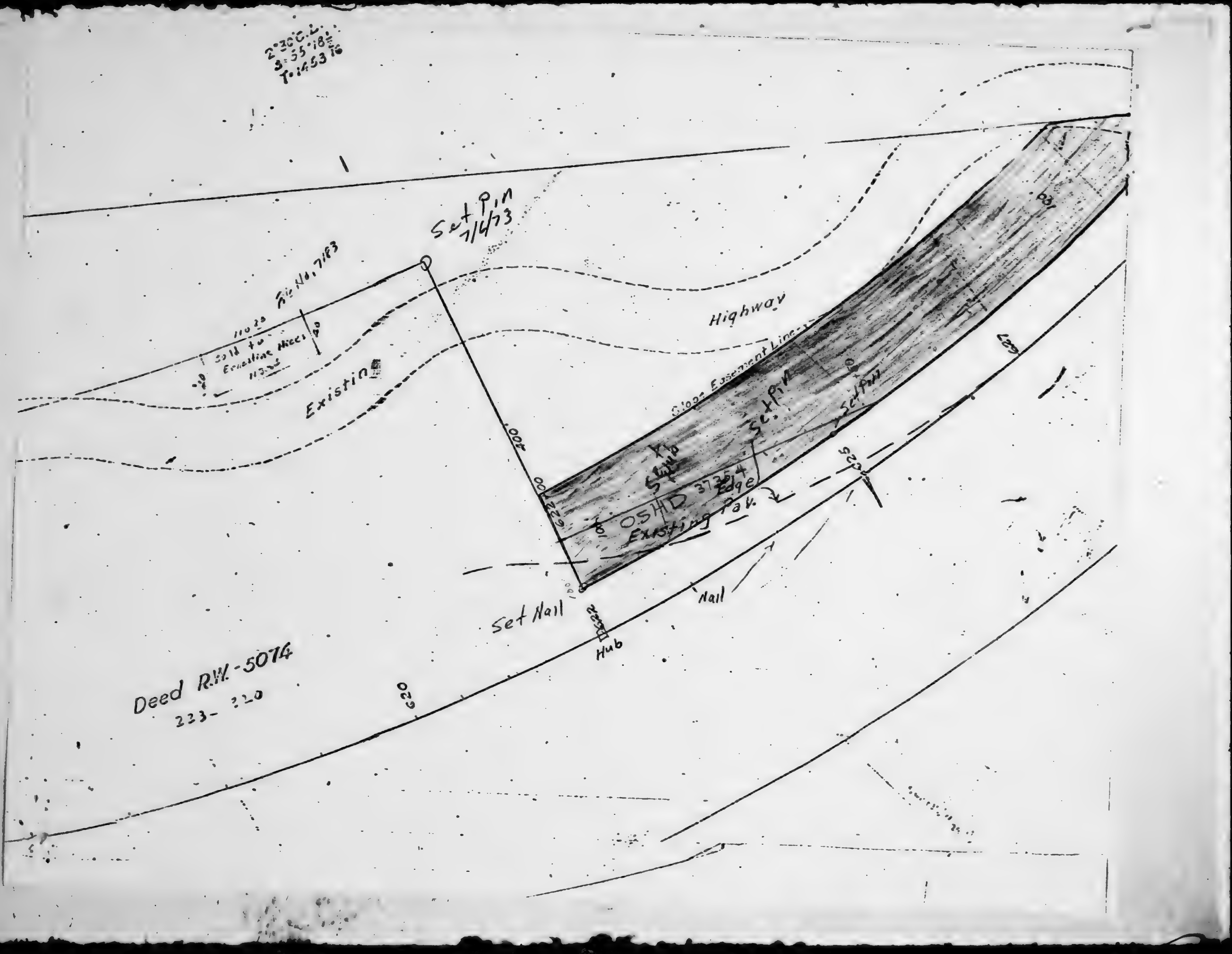
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 29, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer J H Versteeg

SUBJECT **Siskiyou Rest Area** and Information Center
Pacific Highway
Jackson County

Attached is a letter from Roy Olson covering proposed expansion of the Siskiyou Rest Area and Information Center. Vic Fryer assures us that the Information Center is the busiest one in the State, has the most employees and drastically needs storage space. Mr. Fryer says the supplies are piled in the main room much like a "Payless" Drug Store.

The local sanitarium has been after us to update the sewer system or face the closure of the rest area. Maintenance is making modest improvements in the present sewer system which will allow us to keep the rest area open for the next couple of years.

It is our recommendation that we go ahead with the expansion plans for this facility which includes $250,000 for a sanitary sewer. Present plans are to lay a sanitary sewer from the rest area northerly along I-5 to the South Ashland Interchange where it will be hooked up with the City of Ashland's sewer system.

1 Versteeg J
2 A. Olson AO
3 Terpin T
Scott
4 Swenson
e copy R. Olson
Trout 4

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APR 30 1974
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JHV:jh
cc: Roy Olson

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APR 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2178

Salem, Oregon

April 23, 1974

E. S. Hunter, Assistant State Highway Engineer

J. H. Versteeg, Road Design Engineer

Siskiyou Rest Area And
Information Center
Pacific Highway
Jackson County

Attached is a letter from Roy Olson covering proposed expansion of the Siskiyou Rest Area and Information Center. Vic Fryer assures us that the Information Center is the busiest one in the state, has the most employees, and drastically needs storage space. Mr. Fryer says the supplies are piled in the main room much like a "Payless" Drug Store.

We feel this expansion is a worthwhile project and approval is recommended.

Versteeg
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Attachment
cc: Vic Fryer
Roy Olson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1974

SUBJECT: Siskiyou Safety Rest Area and Information Center

To: Adrian D. Olson
Preliminary Design Engineer
223 State Highway Building

Plans for improvement of the facility include:

Expansion of the parking area to accommodate 12 additional cars
Upgrading water supply system with a reservoir
Construct type 10 toilet building
Remodel existing building for the expanded information center
Construct four picnic tables
Install lawn, irrigation system and planting

On September 15, 1971, a request was received from Vic Fryer to provide additional space in the information center. A proposal was made to construct a new type 10 toilet building and convert the old toilet building to the information center. This will solve the problem for additional space. A credit of $13,686 to FHWA will clear the cost of the existing building.

The other problem was the sewage disposal and alternative "A", for connection to Ashland sewer, is a good solution.

Last year, the maintenance people constructed a temporary drainfield after DEQ threatened to close the rest area.

Moving the rest area to another location will not relieve the sewage disposal problem, and the cost of constructing new ramps, parking and facilities would far exceed the cost involved in improving the existing site.

The existing location is ideal for an entrance to the State. Last year from May 1 to October 30, 73,443 people stopped at the building to pick up information about Oregon. This was a slight drop in numbers from the year before and according to the Travel Unit, showed the least drop in people than any other information center in the State. Other locations near Ashland were considered when the site was originally chosen.

Roy Olson

Roy E. Olson
Landscape Engineer

Versteeg
A. Olson
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Scott
vmt [illegible]son
R. Olson
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FORM E-[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE March 27, 1974

TO Victor D. Wolfe, Location Engineer

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Ashland Port Of Entry and Siskiyou Rest Area Expansion

Port of Entry [illegible] [illegible]

Attached is a report prepared by Earl Purdy which sets forth the results of his investigations into water and sewer service to the subject projects.

We agree on the recommendation to give serious consideration to relocating the Siskiyou S.R.A. to the Port of Entry site because of the extreme cost of servicing the present location.

We further recommend that Alternate "B" be pursued for the Port of Entry site since easements for water service would be required in any event and the costs are very similar to Alternate "A".

Would you please review this submittal and let me know what further field work or other data is needed to proceed with planning.

JXW/cw
Attach.

cc J. H. Versteeg
Earl Purdy

REFERRED TO Wills
By Location Engineer

DISCUSS

RECEIVED
MAR 28 1974
LOCATION
SECTION

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

TOM McCALL
GOVERNOR

Kessler R. Cannon
Director

March 4, 1974

Oregon State Highway Department
1019 North Riverside Avenue
Medford, Oregon 97501

RE: S - Jackson County

ATTENTION: MR. EARL C. PURDY

Gentlemen:

This is in response to your request for sewage disposal information relative to the proposed Siskiyou Rest Area expansion and a future Port of Entry facility, both on Interstate 5 near Ashland. We infer from your letter that there is some room for flexibility in these proposals and we would formulate our response accordingly.

We are not in the business of designing sewerage facilities of any kind. Within the regulatory framework, we review and approve designs and, on the practical side, advise engineers as to currently accepted design practices.

Relative to your particular questions, it would seem that a variety of options are available to you, not the least of which is the relocation alternative.

The Siskiyou Rest Area is located in an area where native streams are mainly intermittent and low-flow drainage courses. There is no sewage presently being discharged into these streams, and, in keeping with our statutory responsibility for maintenance of the quality of state waters, the allocation of a waste water load to these streams is not acceptable.

A non-discharge type of treatment facility would seem then to be a possible water-carried waste disposal alternative. This could take the form of a small sewage lagoon with summer effluent irrigation. However, management and maintenance of such a system becomes a significant factor and worthy of serious consideration. Another possibility to weigh realistically is service by the City of Ashland either by pipe line transmission or truck haul of waste water on a contract basis. It would seem that a rest area this

DEQ-1

ECP 3-8-74

close to a metropolitan center might not be required to provide the extensive services necessary in a more remote area and therefore might minimize the total waste-water flow by restricting and controlling the numbers of physical facilities in use. As a matter of fact, a question comes to mind as to the necessity for expansion of the existing rest area considering the proximity of the Ashland-Medford area. It is perhaps appropriate to reconsider the program with a "no-build" option.

Several of the above considerations hold for the Port of Entry proposal as well. The favorable consideration here is the proximity to the City of Ashland and the feasibility of connection to the city system. It is our position that a separate sewage treatment system for the Port of Entry facilities is not an acceptable alternative. Every effort should be made to acquire the use of city utilities.

We appreciate your cooperation in these matters. If further developments would warrant a field analysis of your situation, please contact the DEQ Southwest Regional Office in Roseburg (phone: 672-6541, extension 281).

Very truly yours,

KESSLER R. CANNON
Director

Patrick D. Curran

Patrick D. Curran, Administrator
Sewerage Works Construction Division
Water Quality Program

PDC:rgs
cc: Southwest Regional Office
City of Ashland
Jackson County Health Dept.

[illegible] C. FRIE Mayor
GERALD R. ALLEN Councilman
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
GARY PRICKETT Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

March 1, 1974

Mr. Earl C. Purdy
Oregon State Highway Dept.,
1019 N. Riverside Avenue
Medford, Or., 97501

Dear Mr. Purdy:

Our Water Quality Division has now had an opportunity to review your request for permission to connect to the Ashland water and sewer system by a proposed Port of Entry. There are no technical reasons which would preclude the connections as you have proposed them.

However, it would only be fair at this point to advise you that current ordinances preclude connections outside our city limits on your type of proposal. Deviation from this policy would require specific approval by the City Council.

You also requested the costs that might be anticipated, should this request be granted.

WATER SERVICE:

1. Connection Charge - The current inside City rate for a 2" service is $675.00, and it has been Council policy to charge triple this amount for outside City utility service.

2. Monthly Rates - Minimum charge for first 500 cubic feet or fraction thereof is $19.50. Any amount in excess of the minimum is calculated as follows:

Next 6500 cu. ft. @	$.285/100 cu.ft.
Next 10,000 cu. ft.	.255/100 cu.ft.
Next 10,000 cu. ft.	.225/100 cu.ft.
Excess	.195/100 cu.ft.

SEWER SERVICE:

1. Connection Charge - The current inside City rate for an 8" service (equivalent to 3" pressure line) is $625.00. For outside city services, an additional $800.00 is required by City Ordinance.

2. Monthly Rates - Under our grant agreement for sewage plant expansion with the U.S. Environmental Protection Agency, costs for service for your type of facility will be based upon the relationship of your anticipated flow to the total flow of the system. Attached is the formula that will be used for determining your monthly charge (Attachment "A"). City Ordinance currently requires outside City rate to be double the inside City rate.

3. Industrial Cost Recovery - Also under our E.P.A. Grant Agreement, you must deposit with the City, for purposes of reimbursing the Federal Government, an amount equal to your share of the cost of plant expansion as it relates to total plant capacity. Attached is the formula that will be used in computing the cost recovery amount (Attachment "B").

If you wish to proceed at this point, I would suggest that a formal letter of application be submitted to the Ashland City Council for consideration at a regular Council meeting.

If you wish to proceed with the connection of the Rest Area on the Siskiyous to our sewer system, we would appreciate receiving a map similar to the one received on the port of entry prior to commenting on the feasibility of such a connection.

Sincerely,

Brian L. Almquist
City Administrator

cc: Allen A. Alsing, DPW

GERALD R. AL Councilman
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
GARY PRICKETT Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND · CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

February 6, 1974

Mr. Earl C. Purdy
Oregon State Highway Department
1019 N. Riverside Avenue
Medford, Or., 97501

Dear Mr. Purdy:

Thank you for your letter dated February 1, 1974 relative to use of the City's water and sewer systems for the proposed "Port of Entry" and existing rest station on Interstate 5 Freeway.

I have forwarded your request to our Director of Public Works Allen Alsing for analysis and report. Upon reviewing his report, I will provide you with the information you requested.

Sincerely,

Brian L. Almquist
City Administrator

ih

cc: Allen A. Alsing

trial cost recovery based on the l guidelines on user charges for tion and maintenance of publicl d treatment works (see appendix c(o) and § 35.928 of this subpart.

APPENDIX

FEDERAL GUIDELINES

User Charges for Operation and Maintenance of Publicly Owned Treatment Works

(a) *Purpose.*—To set forth user charge guidelines pursuant to section 204 of the Federal Water Pollution Control Act Amendments of 1972, Public Law 92-500, hereinafter referred to as the act.

(b) *Authority.*—The authority for establishment of the user charge guidelines is contained in section 204(b)(2) of the act.

(c) *Background.*—Section 204(b)(1) of the act provides that after March 1, 1973, Federal grant applicants shall be awarded grants only after the Regional Administrator has determined that the applicant has adopted or will adopt a system of charges to assure that each recipient of waste treatment services will pay its proportionate share of the costs of operation and maintenance, including replacement. The intent of the act with respect to user charges is to distribute the cost of operation and maintenance of publicly owned treatment works to the pollutant source and to promote self-sufficiency of treatment works with respect to operation and maintenance costs.

(d) *Definitions.*—(1) *Replacement.*—Expenditures for obtaining and installing equipment, accessories, or appurtenances which are necessary during the service life of the treatment works to maintain the capacity and performance for which such works were designed and constructed. The term "operation and maintenance" includes replacement.

(2) *User charge.*—A charge levied on users of treatment works for the cost of operation and maintenance of such works. User charges do not include construction costs.

(e) *Classes of users.*—At least two basic types of user charge systems are common. The first is to charge each user a share of the treatment works operation and maintenance costs based on his estimated or measured proportional contribution to the total treatment works loading. The second system establishes classes for users having similar flows and wastewater characteristics, i.e., levels of biochemical oxygen demand, suspended solids, etc. Each class is then assigned its share of the waste treatment works operation and maintenance costs based on the proportional contribution of the class to the total treatment works loading. Either line.

(f) *Criteria against which to determine the adequacy of user charges.*—The user charge system shall be approved by the Regional Administrator and shall be implemented and maintained by the grantee in accordance with the following requirements:

(1) The user charge system shall result in the distribution of the cost of operation and maintenance of treatment works, within the grantee's jurisdiction, to each user (or user class) in proportion to such user's contribution to the total wastewater loading of the treatment works. Factors such as strength, volume, and delivery flow rate characteristics shall be considered and included as the basis for the user's contribution to insure a proportional distribution of operation and maintenance costs to each user (or user class).

(2) For the first year of operation, operation and maintenance costs shall be based upon past experience for existing treatment works, or some other rational method that can be demonstrated to be applicable.

(3) The grantee shall review user charges annually and revise them periodically to reflect actual treatment works operation and maintenance costs.

(4) The user charge system shall generate sufficient revenue to offset the cost of all treatment works operation and maintenance provided by the grantee.

(5) The user charge system shall be incorporated in one or more municipal legislative enactments or other appropriate authority. If the project is a regional treatment works accepting wastewaters from treatment works owned by others, then the subscribers receiving waste treatment services from the grantee shall have adopted user charge systems in accordance with this guideline. Such user charge systems shall also be incorporated in the appropriate municipal legislative enactments or other appropriate authority.

(g) *Model user charge systems.*—The user charge system adopted by the applicant must result in the distribution of treatment works operation and maintenance costs to each user (or user class) in approximate proportion to his contribution to the total wastewater loading of the treatment works. The following user charge models can be used for this purpose; however, the applicant is not limited to their use. The symbols used in the models are as defined below:

C_T = Total operation and maintenance (O. & M.) costs per unit of time.

C_u = A user's charge for O. & M. per unit of time.

C_s = A surcharge for wastewaters of excessive strength.

V_c = O. & M. cost for transportation and treatment of a unit of wastewater volume.

unit of time.

V_T = Total volume contribution from all users per unit of time.

B_c = O. & M. cost for treatment of a unit of biochemical oxygen demand (BOD).

B_u = Total BOD contribution from a user per unit of time.

B_T = Total BOD contribution from all users per unit of time.

ΔB = Concentration of BOD from a user above a base level.

S_c = O. & M. cost for treatment of a unit of suspended solids.

S_u = Total suspended solids contribution from a user per unit of time.

S_T = Total suspended solids contribution from all users per unit of time.

ΔS = Concentration of SS from a user above a base level.

P_c = O. & M. cost for treatment of a unit of any pollutant.

P_u = Total contribution of any pollutant from a user per unit of time.

P_T = Total contribution of any pollutant from all users per unit of time.

Δp = Concentration of any pollutant from a user above a base level.

(1) *Model No. 1.*—If the treatment works is primarily flow dependent or if the BOD, suspended solids, and other pollutant concentrations discharged by all users are approximately equal, then user charges can be developed on a volume basis in accordance with the model below:

$$C_u = \frac{C_T}{V_T}(V_u)$$

(2) *Model No. 2.*—When BOD, suspended solids, or other pollutant concentrations from a user exceed the range of concentration of these pollutants in normal domestic sewage, a surcharge added to a base charge, calculated by means of model No. 1, can be levied. The surcharge can be computed by the model below:

$$C_s = [B_c(\Delta B) + S_c(\Delta S) + P_c(\Delta P)]V_u$$

(3) *Model No. 3.*—This model is commonly called the "quantity/quality formula":

$$C_u = V_cV_u + B_cB_u + S_cS_u + P_cP_u$$

(h) *Other considerations.*—(1) Quantity discounts to large volume users will not be acceptable. Savings resulting from economies of scale should be apportioned to all users or user classes.

(2) User charges may be established based on a percentage of the charge for water usage only in cases where the water charge is based on a constant cost per unit of consumption.

[FR Doc.73-10012 Filed 5-21-73;8:45 am]

~~Users charge per~~

Model 1

$$\text{Users Charge for O\&M} = \frac{\text{Total O\&M Costs}}{\text{Total Volume}}\left(\text{Volume contribution from a user}\right)$$

ATTACHMENT "A"

§ 35.905-17 Industrial cost recovery.

Recovery by the grantee from DE the industrial users of a treatment works of the grant amount allocable to the treatment of wastes from such users.

§ 35.905-18 Industrial user.

Any nongovernmental user of publicly owned treatment works identified in the Standard Industrial Classification Manual, 1972, Office of Management and Budget, as amended and supplemented, under the following divisions:

(a) Division A—Agriculture, Forestry, and Fishing.

(b) Division B—Mining.

(c) Division D—Manufacturing.

(d) Division E—Transportation, Communications, Electric, Gas, and Sanitary Services.

(e) Division I—Services.

A user in the Divisions listed may be excluded if it is determined that it will introduce primarily domestic wastes or wastes from sanitary conveniences.

§ 35.905-19 Recovery period.

A period, beginning at the commencement of operation of a treatment works, during which the grant amount allocable to the treatment of wastes from industrial users is recovered from the industrial users of such works.

§ 35.905-20 Replacement.

Expenditures for obtaining and installing equipment, accessories, or appurtenances which are necessary during the service life of the treatment works to maintain the capacity and performance for which such works were designed and constructed. The term "operation and maintenance" includes replacement.

§ 35.905-21 User charge.

A charge levied on users of treatment works for the cost of operation and maintenance of such works. User charges do not include construction costs.

3. Section 35.925-11 is revised to read as follows:

§ 35.925-11 User charges and industrial cost recovery.

(a) In the case of any grant awarded after March 1, 1973, for a project which includes the preparation of construction plans and specifications (step 2): that the applicant has developed an approvable plan and schedule of implementation for a system of user charges to assure that each recipient of waste treatment services will pay its proportionate share of the costs of operation and maintenance (including replacement) of treatment works provided by the applicant.

(b) In the case of any grant awarded after March 1, 1973, for a project which includes the preparation of construction plans and specifications (step 2): that the applicant has received signed letters of intent from each significant industrial user to pay that portion of the grant amount allocable to the treatment of its wastes. Each such letter shall also include a statement of the industrial user's intended period of use of the treatment works. A significant industrial AS user is one that will contribute greater than 10 percent of the design flow or design pollutant loading of the treatment works. In addition, the applicant must agree to require all industrial users to pay that portion of the grant amount allocable to the treatment of wastes from such users.

(c) That the applicant has legal, institutional, managerial, and financial capability to insure adequate construction, operation, and maintenance of treatment works throughout the applicant's jurisdiction.

(d) Grants awarded prior to March 2, 1973, are subject to 40 CFR 35.835-5 requirements in lieu of paragraphs (a), (b), and (c) of this section.

4. Sections 35.925-14 through 35.925-16 are added to read as follows:

§ 35.925-14 Treatment of industrial wastes.

That the project costs do not include costs allocable to the treatment for control or removal of pollutants in wastes introduced into the treatment works by industrial users if the applicant is not required to control and/or remove such pollutants from wastes introduced by other sources.

§ 35.925-15 Federal activities.

That the project costs do not include costs allocable to the treatment of wastes from activities of the Federal Government.

§ 35.925-16 Retained amounts for reconstruction and expansion.

That the project cost have been reduced by an amount equal to the unexpended balance of the amounts retained by the applicant pursuant to § 35.928-2, together with interest earned thereon.

5. Section 35.928 through 35.928-2 are added to read as follows:

§ 35.928 Industrial cost recovery.

The system for industrial cost recovery shall be approved by the Regional Administrator and shall be implemented and maintained by the grantee in accordance with the following requirements.

§ 35.928-1 Recovered amounts.

(a) Each year during the recovery period, each industrial user of the treatment works shall pay its share of the total grant amount divided by the recovery period.

(b) The recovery period shall be equal to 30 years or the service life of the treatment works, whichever is less.

(c) Payments shall be made by industrial users no less often than annually. The first payment by an industrial user shall be made not later than 1 year after such user begins use of the treatment works.

(d) An industrial user's share shall be based on all factors which significantly influence the cost of the treatment works. Factors such as strength, volume, and delivery flow rate characteristics shall be considered and included to insure a proportional distribution of the grant amount allocable to industrial use to all industrial users of the treatment works.

(e) If there is a substantial change in the strength, volume, or delivery flow rate characteristics introduced into the treatment works by an industrial user, such user's share shall be adjusted accordingly.

(f) If there is an expansion of the treatment works capacity each existing industrial user's share shall be reduced accordingly.

(g) An industrial user's share shall not include any portion of the grant amount allocable to unused or unreserved capacity.

(h) An industrial user's share shall include any firm commitment to the grantee of increased use by such user.

(i) All unallocated treatment works capacity must conform with the requirements of section 204(a)(5) of the act and such cost-effectiveness guidelines as may be promulgated by the Administrator pursuant to section 212(2)(C) of the act.

(j) An industrial user's share shall not include an interest component.

§ 35.928-2 Retained amounts.

(a) The grantee shall retain 50 percent of the amounts recovered from industrial users. The remainder, together with any interest earned thereon, shall be returned to the U.S. Treasury on an annual basis.

(b) A minimum of 80 percent of the retained amounts, together with interest earned thereon, shall be used solely for the allowable costs (in accordance with § 35.940 of this subpart) of the expansion or reconstruction of treatment works associated with the project and necessary to meet the requirements of the act. The grantee shall obtain the written approval of the Regional Administrator prior to commitment of the retained amounts for any expansion and reconstruction. The remainder of the retained amounts may be used as the grantee sees fit.

(c) Pending use, the grantee shall invest the retained amounts for reconstruction and expansion in: (1) Obligations of the U.S. Government; or (2) obligations guaranteed as to principal and interest by the U.S. Government or any agency thereof; or (3) shall deposit such amounts in accounts fully collateralized by obligations of the U.S. Government or by obligations fully guaranteed as to principal and interest by the U.S. Government or any agency thereof.

6. Section 35.935-13 is added to read as follows:

§ 35.935-13 User charges and industrial cost recovery.

(a) The grantee will maintain such records as necessary to document compliance by the grantee with the Federal guidelines on user charges for operation and maintenance of publicly owned treatment works (see appendix hereto) and § 35.928 of this subpart.

(b) The grantee will obtain the approval of the Regional Administrator of

ATTACHMENT "B"

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

Spooner

NAME OF REST AREA Siskiyou (Expansion)

HIGHWAY Pacific M.P. 10.14 COUNTY Jackson DATE May 27, 1971

I Traffic Data

A = 20 year ADT

19 85 = 11,200 x 1.38 (Seasonal factor) = 15,456

B = Peak hour directional traffic = A 15,456 x K 0.135 x D 0.6 = 1,252
Where K = Ratio of design hourly volume to ADT (o.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 1,252 x 0.10 = 125

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

Port of Entry - 10%

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		EXT	Proposed
M = Total parking spaces = C x 0.5 =	62	47	59
N = Car parking spaces = M x 0.7 =	43	30	42
O = Truck parking spaces = M - N =	19	11	17

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25= 281
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (o.75)

Q = Number of persons using men's facility = P x 0.5 = 140

R = Number of persons using women's facility = P x 0.5 = 140

The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 25
(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 19
(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 6

September 20, 1973

Alfred Shirley, Jr., Region III Engineer

A Olson
A.D.Olson, Preliminary Design Engineer

Siskiyou Rest Area
Pacific Highway (I-5)
Jackson County

Attached is a copy of the County Sanitarian's letter to George Thornton in regard to problems at the Siskiyou Rest Area and a copy of a report and estimates made in this office for the connecting to the City of Ashland sewer system, for package plants which have previously been investigated and for an alternate drain field.

It has been implied that the County Sanitarian will not approve a septic system in this area and if that is true then it would seem obvious that running a line to Ashland would be the only alternate that should be considered. If such is not the case then the problem of obtaining land and access to it in the vicinity of the Rest Area should be explored and a total cost for the septic system obtained.

Your review, comments and recommendation would be appreciated.

cc: Roy Olson

1 Versteeg
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout VT

RECEIVED
SEP 20 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To [illegible]
Bring Up 10/12/73
Other

Y115

I-5

OREGON STATE
HIGHWAY DIVISION

September 19, 1973

Mr. W. A. Ettinger, R.S.
County Sanitarian
1313 Maple Grove Drive
Medford, OR 97501

Dear Mr. Ettinger:

Subject: Siskiyou Safety Rest Area

You mentioned in your last letter about the possibility of sewer hookups for a number of failing septic systems along Siskiyou Boulevard if we run a line from Siskiyou Rest Area to Ashland Sewer System.

Our sewer line would be a direct transmission line to the City of Ashland and not set up as a sewer district. In our conversation with the City, they indicated that they would be interested only in a direct transmission line.

Yours truly,

Roy E. Olson
Landscape Engineer

vmt

cc J. H. Versteeg

1 Versteeg
2 A Olson
3 Terpin
Scott
Swenson
R Olson
Trout

RECEIVED
SEP 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8171

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 14, 1973

TO A. D. Olson, Preliminary Design Engineer

G L Rien

FROM G. L. Rien, Senior Designer

SUBJECT Drainfield Failure
Siskiyou Rest Area
Pacific Highway (I-5)
Jackson County

As requested an estimate for a sewer system from the Siskiyou Rest Area to a connection with the City of Ashland's sewer system has been completed. Other alternates have also been investigated as follows:

1. A gravity flow system carrying either the septic tank effluent or the raw sewage, within the highway right of way, from the rest area to a connection with the Ashland City Sewer, including the connection and 20 year monthly charges would be approximately;

   Total $260,000

2. Wasteco Sludge Burner installed is estimated at $140,000. Fuel, filters, power and maintenance for 20 years would approach $133,000.

   Total $273,000

3. F. M. C. Corporation "package" plant, investigated by the Bridge Design Section, is estimated at $50,000 installed. Chemicals over a 20 year period would be $73,000. Man and equipment to clean and haul away daily by-product would approach $160,000 for 20 years.

   Total $283,000

   At the present time we have not used No. 2 or No. 3 so have no information on how well they might do the job.

4. Some thought was given to using the waste area in the vicinity of the rest station for construction of an alternate drainfield. After contacting the resident engineer and his statement as to the rocky nature of the material and its nearness to Neil Creek the possibility of a drainfield at that location was abandoned.

The Resident Engineer, Bill Brown, has suggested an alternate site 1,000' east of the rest area and across the railroad (Fry property) where the contractor has a permit of entry for a disposal site. Maybe this would be an acceptable alternate to rebuilding existing drainfield or running line to Ashland. An estimate for the cost of a disposal field and the necessary piping, manholes and septic tanks to handle the sewage has been completed. It includes a 20 year pumping fee for the tanks.

Total $131,000*

*This estimate does not include the price of the land or an access to the area. Another consideration is that a drainfield would have to be established on virgin soil or a fill that has been compacted or in place long enough to qualify. The area of the disposal field and the four acres necessary to sustain it were arrived at by using the poorest soil conditions as described in the latest edition of Rules Governing the Subsurface Disposal of Sewage by the Oregon State Health Division, Portland, Oregon. Also this estimate reflects this drainfield would function as a perpetual operation.

GLR: jh

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheet

Section SISKIYOU REST AREA
Unit
Highway PACIFIC Highway (I-5)
County JACKSON
Prefix 15-1919-907
Length
Designer
Draftsman
Date 8-18-78

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
8" SANITARY SEWER PIPE	Lin. FT	1000	100	1100	4.00	4400.00
MH'S 0-12	EACH	5	1	6	400.00	2400.00
15,000 GAL SEPTIC TANKS	EACH	3	—	3	10,000.00	30,000.00
DISPOSAL Field	Sq. Ft	28,700	2800	31,500	1.10	34,650.00
						71,450.00
		+20%				14,550.00
						$86,000.00
YEARly-Pumping at $500.00 EA	$10,000 gal	= $2250.00 -	45,000 GAL	X 20 YEAR		45,000.00
						$131,000.00

Total ______________

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section SISKIYOU REST AREA - ASHland Unit ______
Highway INTERSTATE 5 County ______ Prefix 15-1919-907
Length 3.5Mi Designer RIEN Draftsman ______ Date 9-10-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
TRENCH EXCAVATION	Cu.yd	7320	680	8000	6.00	48,000.00
8" SANITARY SEWER PIPE	Lin Ft	18,230	1770	20,000	3.85	77,000.00
M-H's 0-12	EACH	60	5	65	400.00	26,000.00
PAVEMENT REPLACEMENT	Lin. Ft	9,000	900	9900	5.00	49,500.00
TEMPORARY PROTECTION & DIR[illegible] & TRAFFIC	ALL	—	—	—	6,000.00	6,000.00
						206,500.00
		+20%				41,300.00
						247,800.00
CONNECTION - ASHland SYSTEM						2400.00
20 YEAR [illegible] CHARGE						3500.00
						253,700.00

Total ______

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE
Sheet ______ of ______ Sheets

ection SISKiyou REST AREA Unit
ighway PACIFIC Hywy I-5 County Jackson Prefix 15-1919-907
ength ______ Designer ______ Draftsman ______ Date 10-15-73

SANITARY SEWER Facility
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
8" SANITARY SEWER PIPE	Lin Ft	1000	100	1100	4.00	4400^{00}
M.H's 0-12'	EacH	5	1	6	400^{00}	2400^{00} ← [illegible] YR
OXIGEST-SEWAGE TREATMENT PLANT	EacH	1	—	1	25,000^{00}	25,000^{00}
CHLORINATOR UNIT	EacH	1	—	1	5000^{00}	5,000^{00}
50,000 GAL. Redwood. Holding TANK	EacH	1	—	1	15,000^{00}	15,000^{00}
DISPOSAL Field	Sq.Ft	28,700	2800	31,500	1.10	34,650^{00}
						86,450^{00}
			+20%			17,300^{00}
						103,750^{00}
COST 20 YEAR		SERVICE	1 HR	PER day		86,050^{00}
COST 20 YEAR		CHLORINE	Additive	@30^{00} per mo		7200^{00}
						$197,000^{00}

Total ______

10-10-73
G.L. RIEN

2 hrs per day CLEANING & SERVICING

MAintenance MAN II $787 per MO. 2 hrs per day 365 days → YR

$\#787^{00} \div 172\frac{2}{3} = 4.5675 \times 1.29 = 5.895$ per hr.

11.79 4303.35
$2 \times 5.895 \times 365 \times 20 = 8606.70$ 20 YEARS

21 % [illegible]

Chemical additive @ $30 month - PARK Dept

$30 \times 12 \times 20 = \#7200$ 20 YEARS

[illegible] Dept — 10-15-73

[illegible] Plant [illegible]
[illegible] UNIT [illegible]
50,000 gal Reduced [illegible] 15,000

[illegible]

[illegible]

Form E-106—10M—1-62
State Printing 41072

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for SISKiyou REST [illegible] 8-18-73

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

FRom Landscape Dept.

11,200-CARS X 1.38 FOR SUMMER Months
ADT=15,456 IN SUMMER Months

NORTH Bound CARS only Can USE Facility
THEREFORE USing 50% PEAK 11,546 X .5 = 7728

15% Might Possibly Stop being FIRST REST AREA
& INFORMATION CENTER IN OREGON.
AVERAGE 2.25 PEOPLE PER CAR.
5 GAls SEWAGE PER PERSON
7728 CARS X .15 X 2.25 X 5 = 13040 GAls PER DAY
3-15,000-GAL. SEPTIC TANKS @ $10,000 = $30,000.

FROM-Rules Governing ThE Sub SURFACE DISPOSAL of SEWAGE July 73 ISSUE
PAGE 23— 330 Ft' of TRENCH NECCESARY FOR 150 GAls

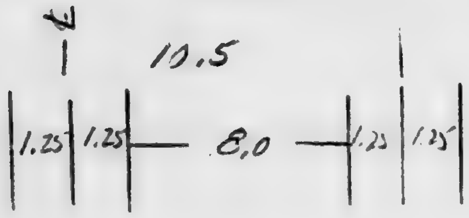
$\frac{13040}{150}$ (869) X 330 = 28,667 Ft' DISPOSAL-Field-(TRENCH AREA ONLY)

YEARly PUMPING SERVICE FOR 3-15,000 GAl SEPTIC TANKS-$500 COST-10,000 GAL

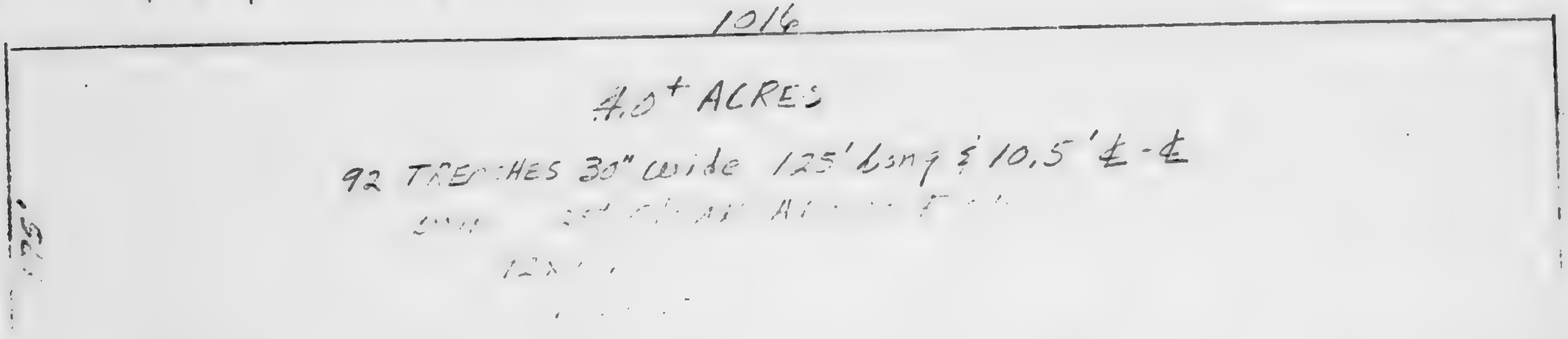
$\frac{3 \times 15,000}{10,000}$ = 4.5 X 500 = $2250.00 (1 YR) X 20 = $45,000.00

USEd 30" TRENCH 125' Long

28,667 ÷ 2.5' = 11,467' TRENCH ÷ 125 = 92 TRENCHES



10.5' ℄-℄ ON TRENCHES



4.0+ ACRES
92 TRENCHES 30" wide 125' Long & 10.5' ℄-℄
[illegible]
12[illegible]

Requirements:

(A) Minimum seepage area - The amount of bottom trench area required for each disposal field shall be determined by consideration of soil characteristics, including texture and levels of restrictive layers, observed and anticipated free water levels, topographical and climatological features. Percolation tests which are run in the manner outlined may be used only as a supplement to the requirements of this section.

1. Where restrictive layers are encountered, the following chart shall be used to determine the minimum bottom trench area:

MINIMUM BOTTOM SEEPAGE AREA IN SQUARE FEET PER 150 GALLONS DAILY WASTE FLOW DETERMINED FROM TYPE OF SOIL VERSUS DEPTH TO RESTRICTIVE LAYER. Used

DEPTH TO RESTRICTIVE LAYER							
30"	150	180	250	275	300	330	NOT ACCEPTABLE
36"	125	150	180	250	275	300	
42"	125	150	180	200	275	300	
48"	125	150	180	200	275	300	
54"	100	125	150	180	250	275	
60"	100	125	150	180	250	275	
66"	100	125	150	180	250	275	
72" or more	100	100	125	150	180	250	
	SANDY LOAM	LOAM	SILT LOAM	CLAY LOAM	SILTY CLAY LOAM	SILTY CLAY	CLAY*

Soil Type at the Depth of Disposal Trench

2. Where free water or projected free water is encountered, the following chart shall be used to determine the minimum bottom trench area:

MINIMUM BOTTOM SEEPAGE AREA IN SQUARE FEET PER 150 GALLONS DAILY WASTE FLOW DETERMINED FROM TYPE OF SOIL VERSUS DEPTH TO FREE WATER DURING THE HIGHEST PERIOD OF A YEAR.

DEPTH TO FREE WATER							
24"	150	180	250	275	300	330	NOT ACCEPTABLE
30"	125	150	180	250	275	300	
36"	125	150	180	250	275	300	
42"	125	150	180	250	275	300	
48"	100	125	150	180	250	275	
54"	100	125	150	180	250	275	
60"	100	125	150	180	250	275	
66" or more	100	100	125	150	180	250	
	SANDY LOAM	LOAM	SILT LOAM	CLAY LOAM	SILTY CLAY LOAM	SILTY CLAY	CLAY

Soil Type at the Depth of Disposal Trench

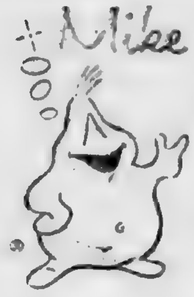
Smith & Loveless

FACTORY-BUILT

"OXIGEST"

SEWAGE TREATMENT PLANT

For Design Features and Details **SEE INSIDE**



Mike Microbe Explains

AEROBIC DIGESTION PROCESS

Mike Microbe represents the little microscopic, living organisms in domestic sewage. He is a "blob" with a personality, created to help explain the biological process that occurs in treatment plants such as the "Oxigest."

The process is best described as an "Extended Aeration" or "Aerobic Digestion" treatment system. It provides simple, dependable treatment for domestic sewage by introducing an abundant supply of air to the sewage to keep the sewage solids in suspension for a sufficient period of time to permit adsorption and digestion to take place.

Mike Microbe and the other living organisms live off the organic matter and consume it. They are stimulated to activity by the abundant oxygen and thrive on the rich food source of high-energy organic wastes.

Actually, the treatment plant provides an ideal environment or "living conditions" for the organisms. They multiply rapidly, as needed, to adsorb the organic matter and digest it.

The turbulence in the aeration tank aids the digestion process by rapidly mixing the fresh sewage solids with the activated sludge, by breaking up the sewage solids and by bringing the contents of the aeration tank in contact with the atmosphere where additional oxygen may be absorbed.

Thus the aerobic bacteria and microbes reduce the organic matter and waste to a stable form—odor and nuisance-free.

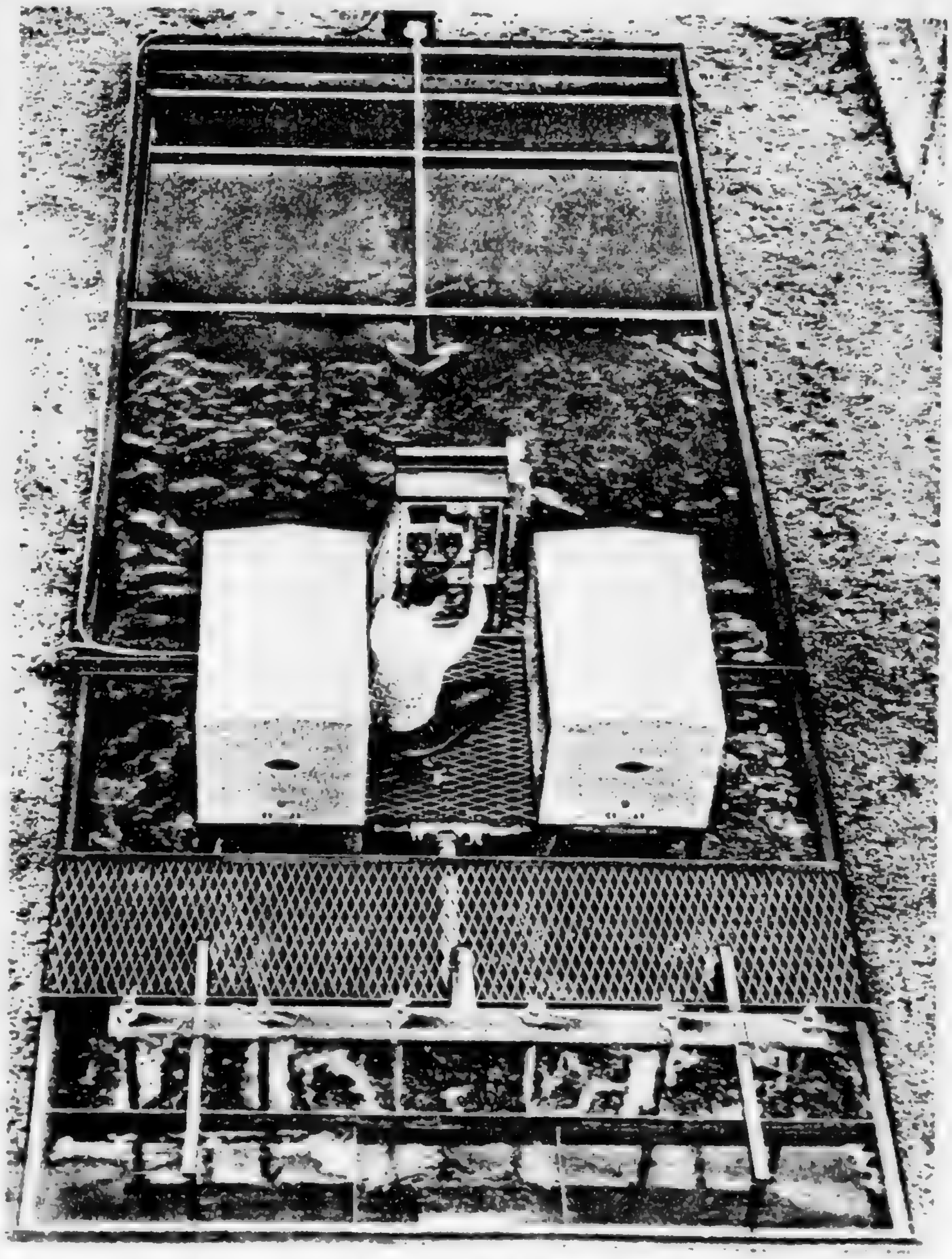
Sanitary engineers often refer to the process as a long-period aeration system or a "complete mixing extended-aeration, activated sludge process."

Smith & Loveless

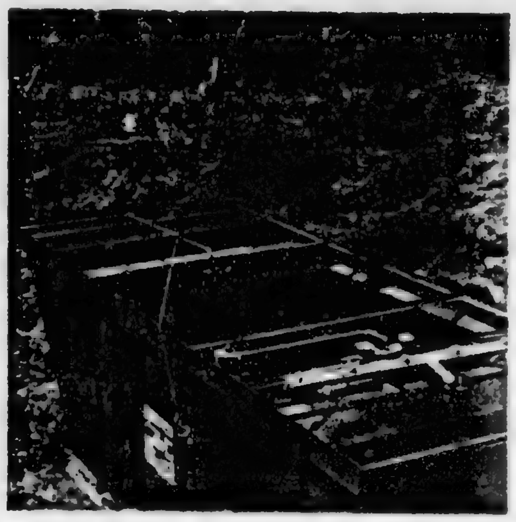
"OXIGEST"®

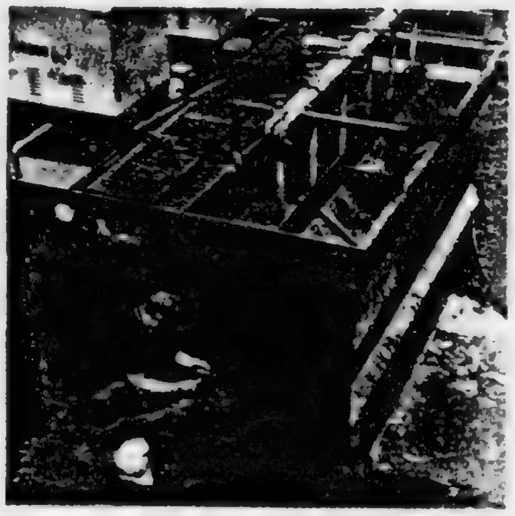
WITH AUTOMATIC SURFACE SKIMMING*

The factory-built "Oxigest" sewage treatment plant is designed specifically for small subdivisions, mobile home courts, motels, shopping centers, apartments, resorts, hospitals, schools and factories in outlying areas without municipal sewer facilities. With the new Automatic Surface Skimmer, the "Oxigest" requires less maintenance—much less operating attention than accepted conventional treatment systems.



Efficient, Dependable, Factory-Built





FROM FACTORY

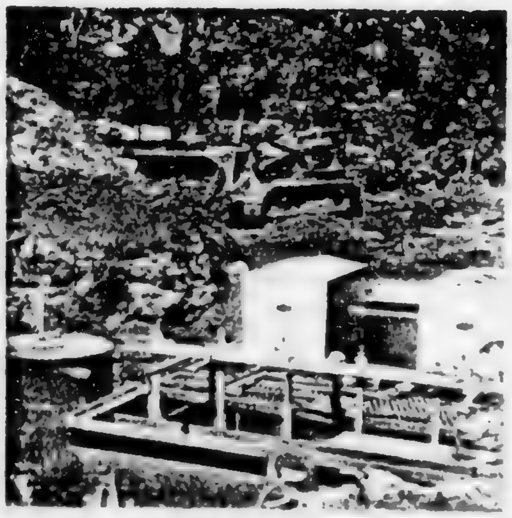
Install in Less Than a Day...

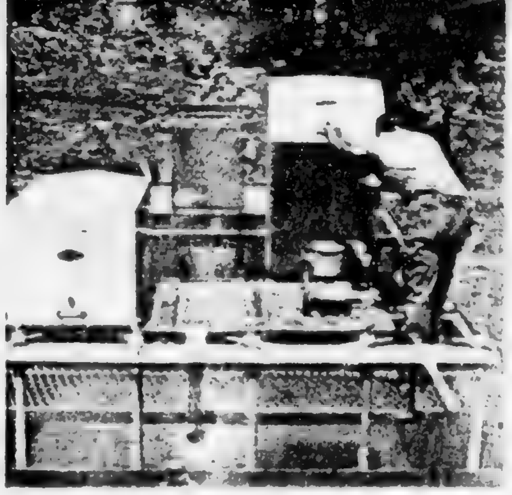
Through proper production timing and coordination with the installing contractor, the Smith & Loveless "Oxigest" sewage treatment plant can be scheduled for delivery to the installation site on time, when needed by the contractor, with all operating and accessory equipment ready to install.

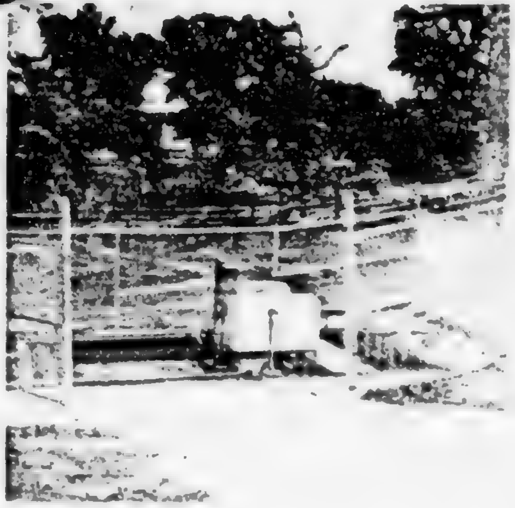
The treatment plant is delivered to the job site on special-made trucks—or by rail in the case of larger units. It can be installed above or below ground in less than a day.

Complete installation and operating instructions are delivered with the "Oxigest" plant.

TO INSTALLATION

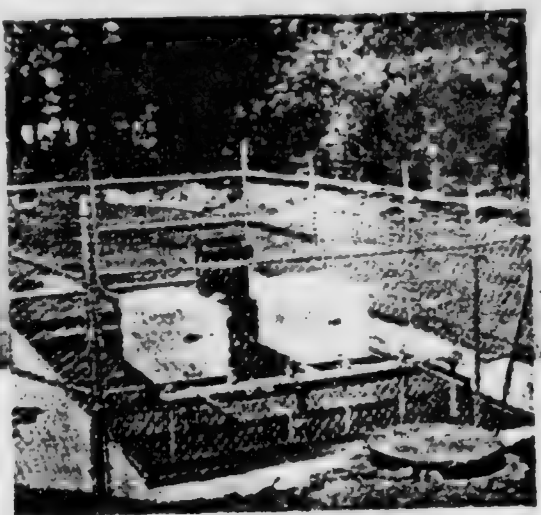




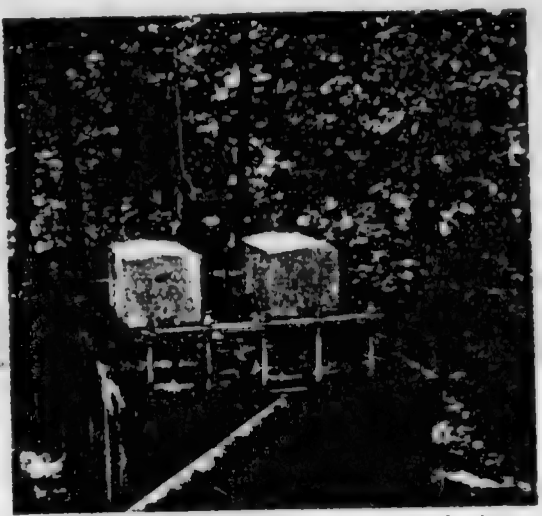


THE Smith & Loveless "OXIGEST" IS IDEAL FOR SMALL SUBDIVISIONS, MOTELS, TRAILER COURTS, SCHOOLS, APARTMENTS, FACTORIES, SHOPPING CENTERS.

MOTELS, MOBILE HOME COURTS . . . serving a mobile home park at St. Joseph, Mo., this attractive "Oxigest" installation is enhanced by aluminum fencing attached to the unit during installation. Fencing available as accessory item.



HOUSING DEVELOPMENTS . . . This "Oxigest" serves a 50-home subdivision near Kansas City. The 17,000 gallon per day plant is equipped with sludge storage tank, timer controls, foam control system and exclusive Automatic Surface Skimmer.



RESORTS, SCOUT CAMPS . . . Typical above-ground installation of an "Oxigest" treatment plant, this unit serves a large summer camp near Osceola, Mo. "Oxigest" plants are ideal for outlying areas not served by municipal sewerage facilities.

MILITARY INSTALLATIONS . . . These "Oxigests" were installed in parallel to serve a Nike missile base in the Midwest. Other "Oxigest" units serve military installations from Cape Canaveral to the DEW Line in Canada.

HERE ARE SOME IMPORTANT ADVANTAGES OF THE FACTORY-BUILT "OXIGEST" . . .

- **Can Be Installed in Less Than a Day**
- **Provides Simple, Dependable Treatment**
- **Economical to Operate, Easy to Maintain**
- **Requires Minimum Land for Plant Site**
- **Odor-Free and Nuisance-Free**
- **Can Be Installed Close to Occupied Buildings**

OUTLYING SCHOOLS . . . Modern sewage treatment for modern, new schools like this one in suburban Baton Rouge, La. The plant is located outside the municipal sewerage system in this growing community. Note the lift station beside the treatment facility

"Oxigest" units can be installed in parallel to keep pace with a growing sewage load from an expanding subdivision or development. The factory-built plant can be transferred from one location to another as municipal sewerage systems expand to eliminate the need for private or independent sewage facilities.

FOR LARGER CAPACITIES Smith & Loveless offers field-erected "Oxigest" units for small communities, large sub-divisions, shopping centers, apartments and other developments.

ONE OF THE UNION TANK CAR COMPANIES

Smith & Loveless
Is One of the
Union Tank Car Companies
Serving the World in a World of Ways . . .

Smith & Loveless

Lenexa, Kansas

[illegible] [illegible]

{East Side – [illegible]

{West Side – [illegible]

[illegible]

1000' [illegible]

[illegible] or [illegible]

[illegible]

SISKIYOU REST AREA

1. TOILETS FU
2 URINALS 6 [illegible] = 54
7 [illegible] 2 5 10
4 FLOOR DRAIN 4 [illegible] 14
6 4 16

94 FU. TOTAL

94/16 = 5.9 [illegible] UNITS OR 6

[illegible] CHARGE 20 years

2500 30,000 40,000
94 X [illegible] X [illegible] = $2460

Hook up

[illegible] UNITS 4 [illegible] 4000

4/16 X 4000 = [illegible]

Form E-106—10M—1-62
State Printing 41072

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for SISKIYOU REST AREA 8-18-73

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

FROM Landscape Dept.

11,200-CARS X 1.38 FOR SUMMER Months

ADT = 15,456 IN SUMMER Months

NORTH Bound CARS only can USE facility

THEREFORE USING 50% PEAK 11,546 X .5 = 7728

15% Might Possibly stop being first Rest AREA

& INFORMATION CENTER in OREGON.

AVERAGE 2.25 PEOPLE PER CAR.

5 GALS SEWAGE PER PERSON

7728 CARS X .15 X 2.25 X 5 = 13040 GALS PER DAY

3-15,000-GAL. SEPTIC TANKS @ $[illegible] = $30,000.

FROM - Rules Governing the Subsurface Disposal of Sewage July 73 ISSUE

PAGE 23 — 330 ft² of Trench NECESSARY FOR 150 GALS

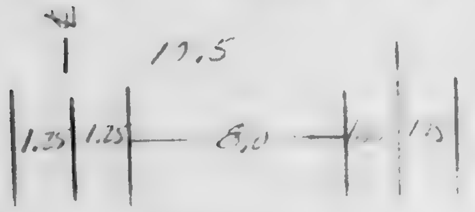
$\frac{13040}{150}$ X 330 = 28,691 ft² DISPOSAL-Field-(TRENCH AREA only)

XEARLY PUMPING [illegible] 3 15,000 GAL SEPTIC TANKS - COST $500 - 10,000 GAL

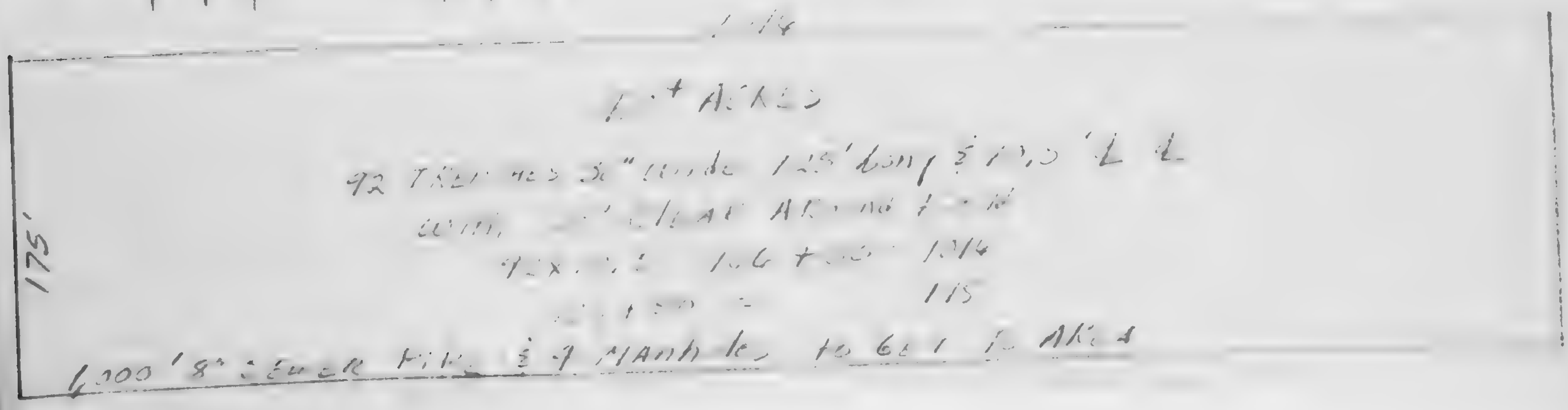
$\frac{3 \times 15,000}{10,000}$ = 4.5 X 500 = $2,250 X 20 = $45,000 [illegible]

[illegible] TRENCH 125' Long

28,691 ÷ 2.5' = 11,461' TRENCH ÷ 125 = 92 TRENCHES



11.5' ℄-℄ on TRENCHES



[illegible] ACRES

92 TRENCHES 30" Wide 125' Long & 11.5' ℄-℄

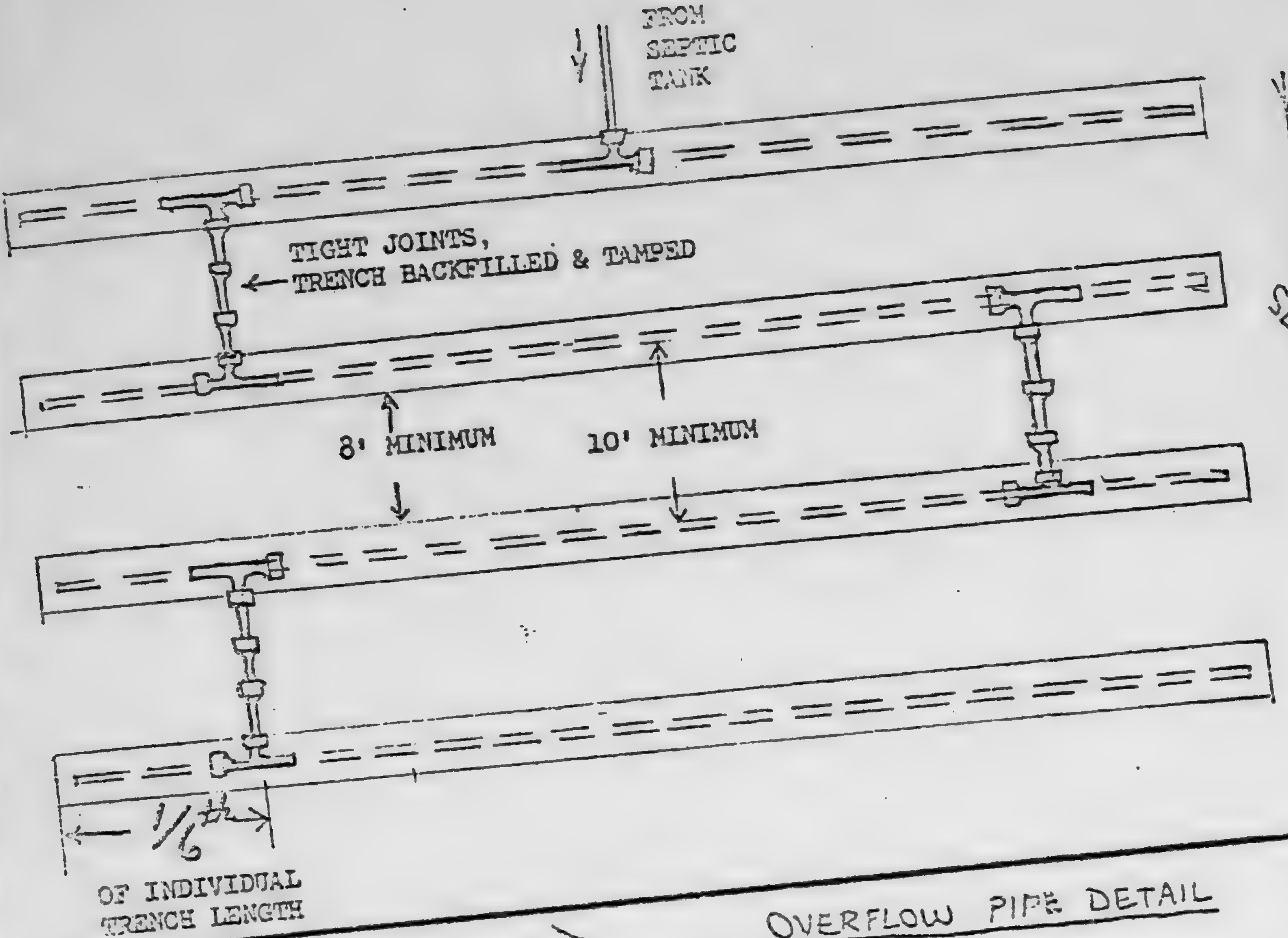
with [illegible] clear Around [illegible]

92 X 11.5 = 1058 + [illegible] = 1014

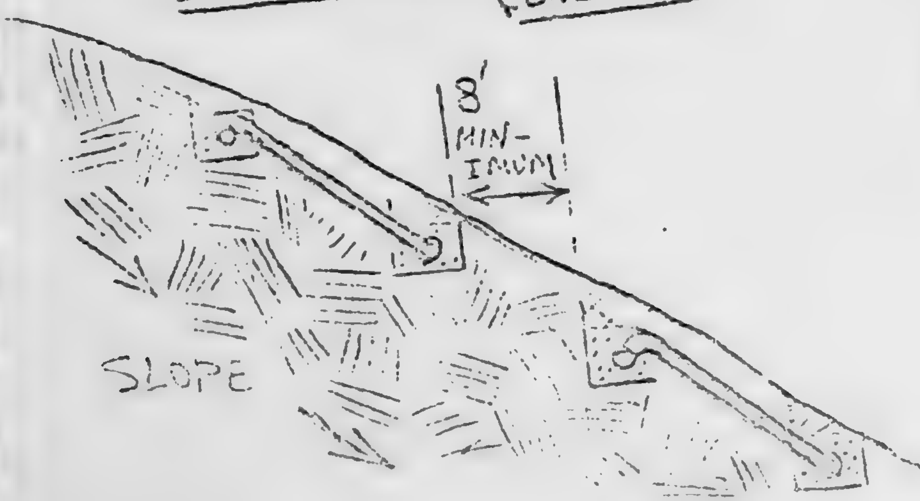
[illegible] = 175

4,000' 8" SEWER PIPE & 4 MANholes to Get to AREA

SERIAL SYSTEM



CROSS SECTION OF SERIAL DISTRIBUTION DRAINFIELD (END VIEW)



OVERFLOW PIPE DETAIL

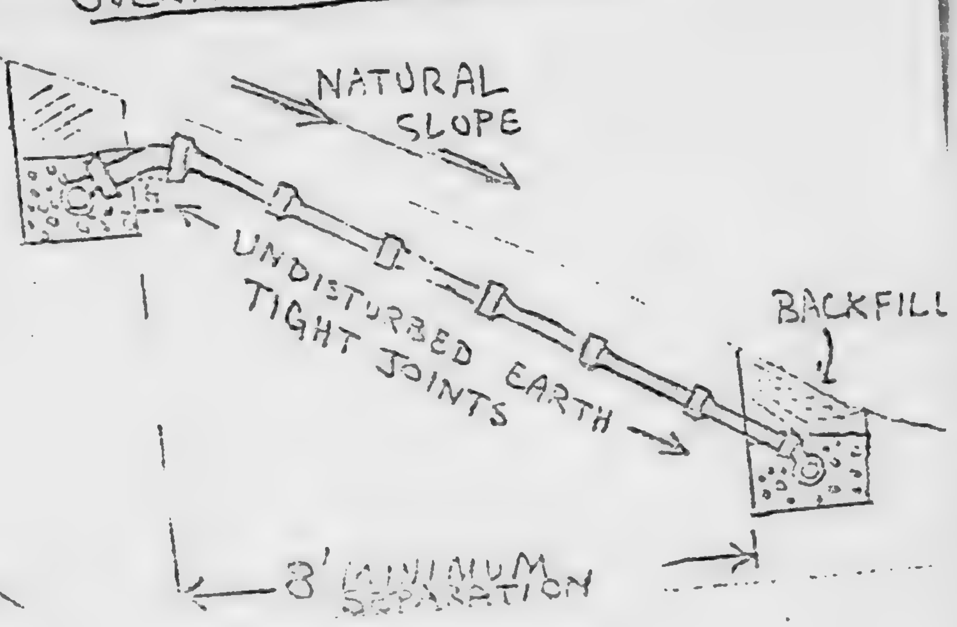


FIGURE 1A

LOOP SYSTEM (with Distribution Box)

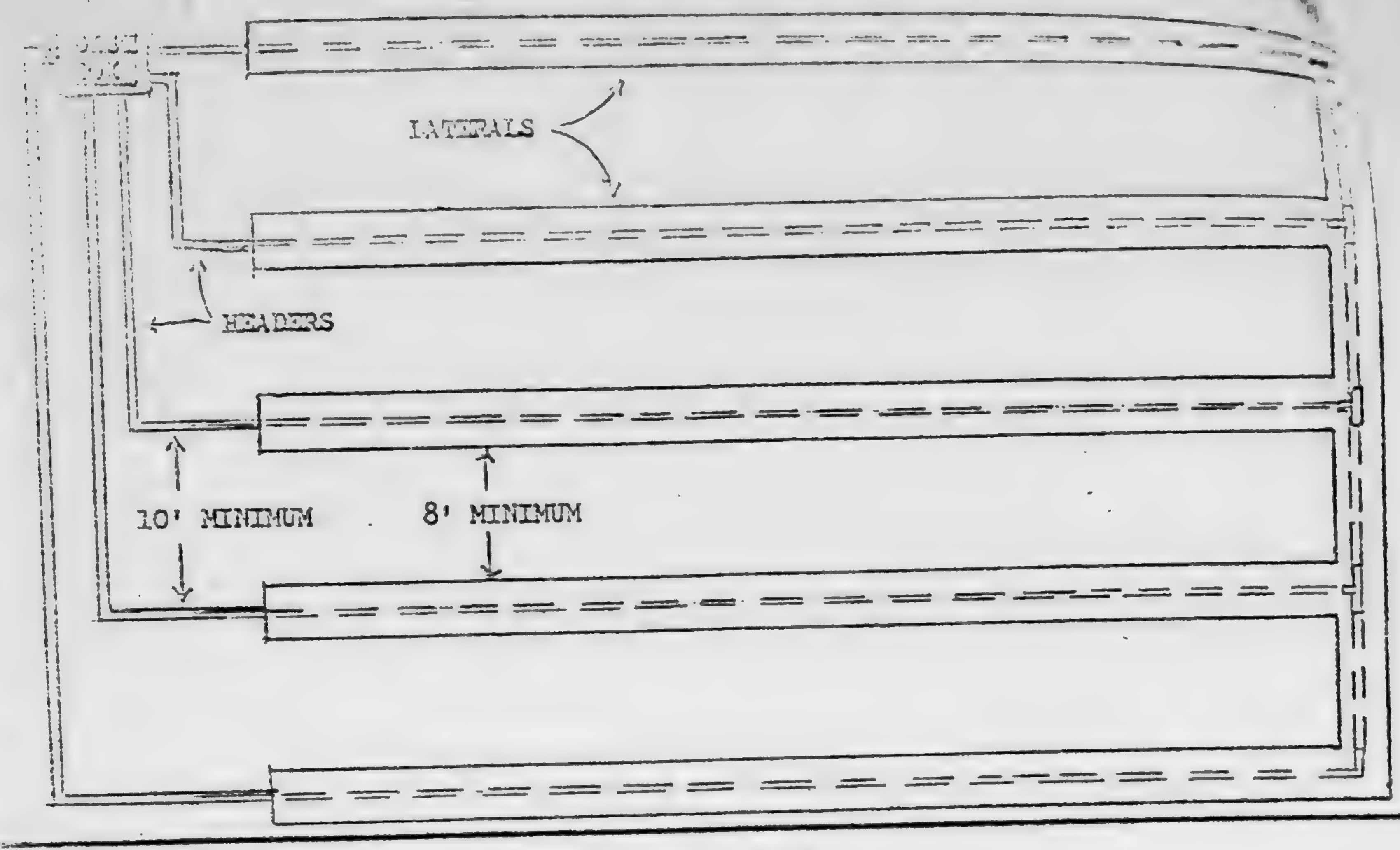


FIGURE 1B

LOOP SYSTEM (with Manifold)

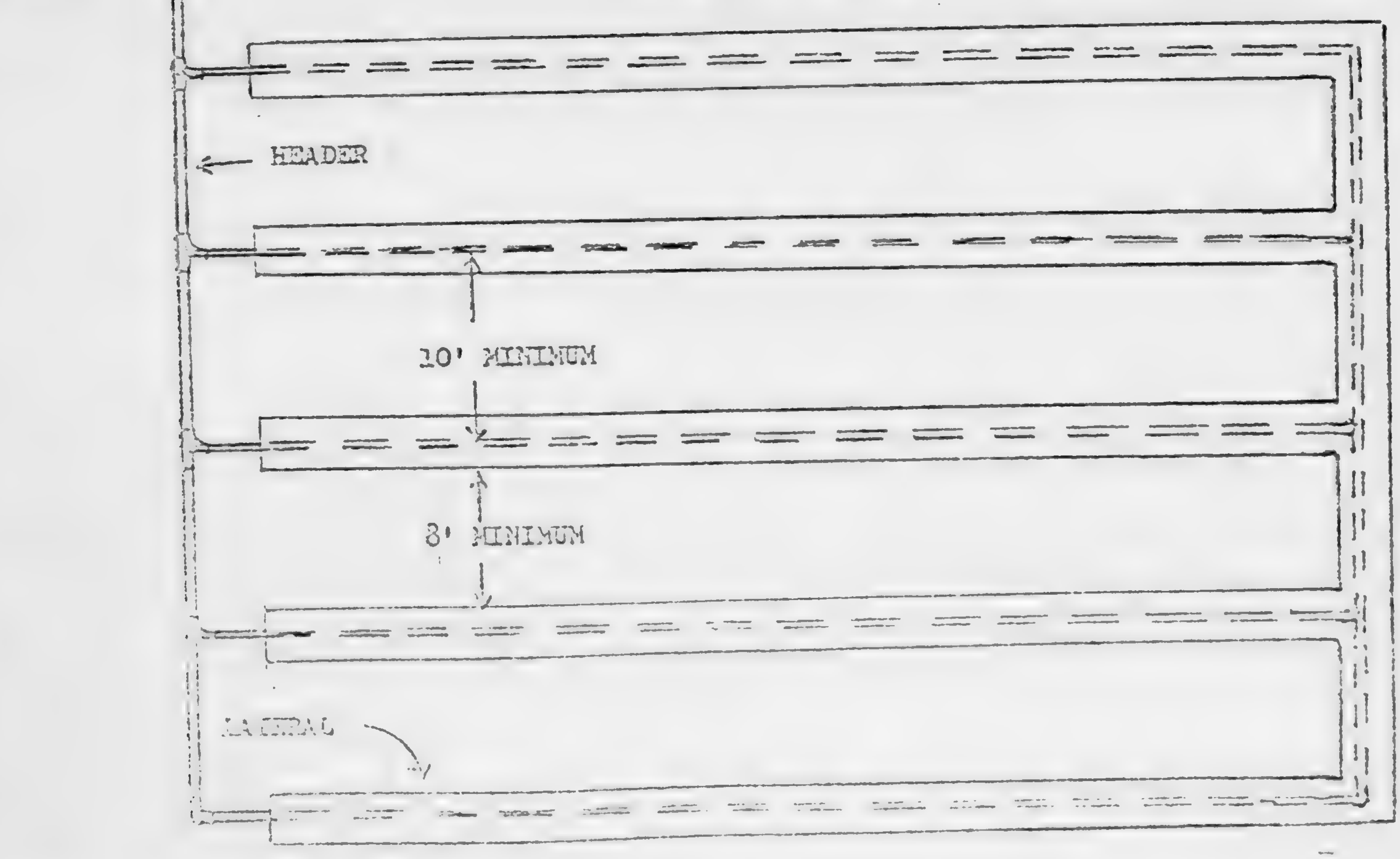
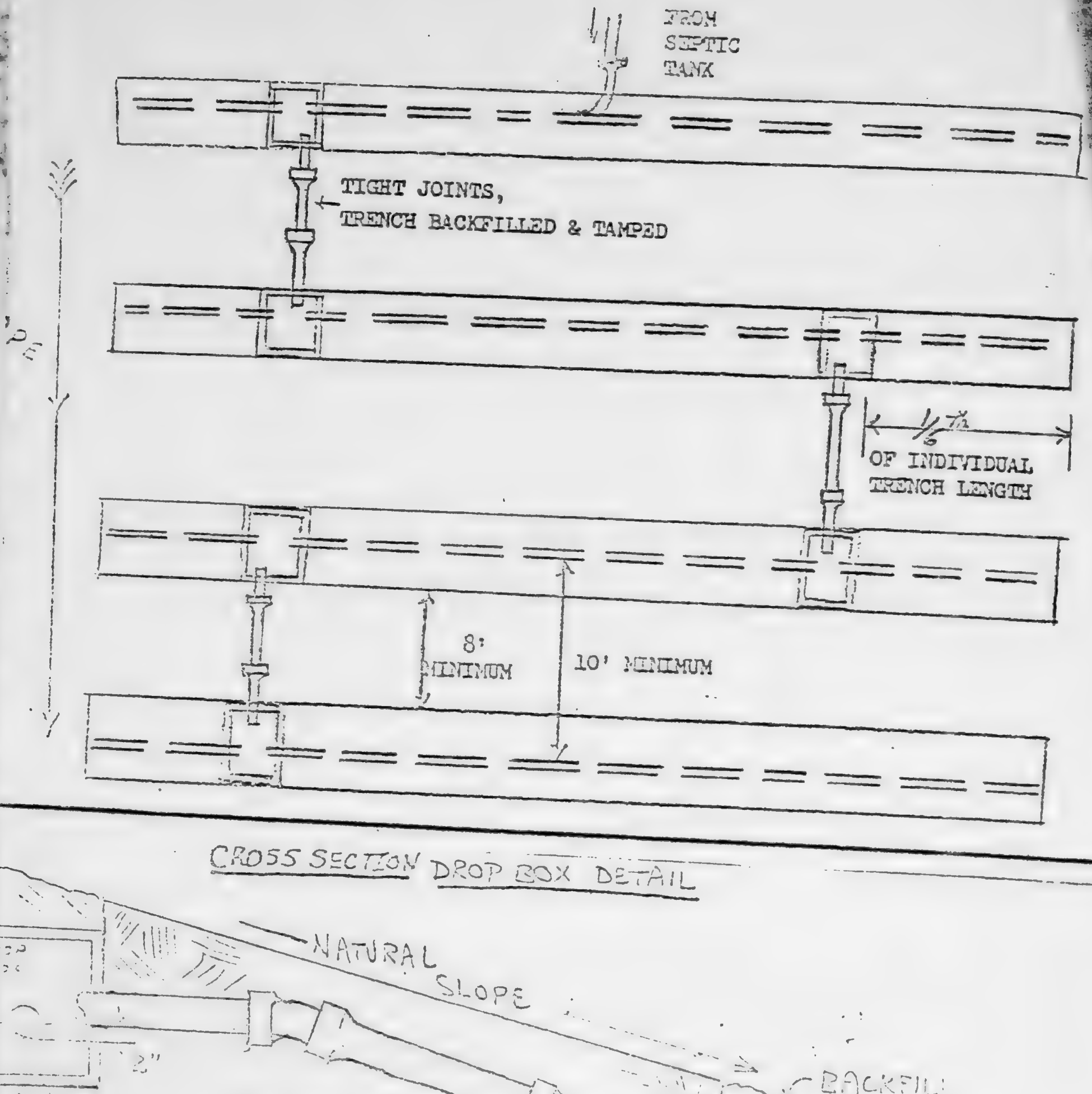


FIGURE 3A

SERIAL SYSTEM



FROM SEPTIC TANK
TIGHT JOINTS, TRENCH BACKFILLED & TAMPED
PE
1/6th OF INDIVIDUAL TRENCH LENGTH
8' MINIMUM
10' MINIMUM

CROSS SECTION DROP BOX DETAIL

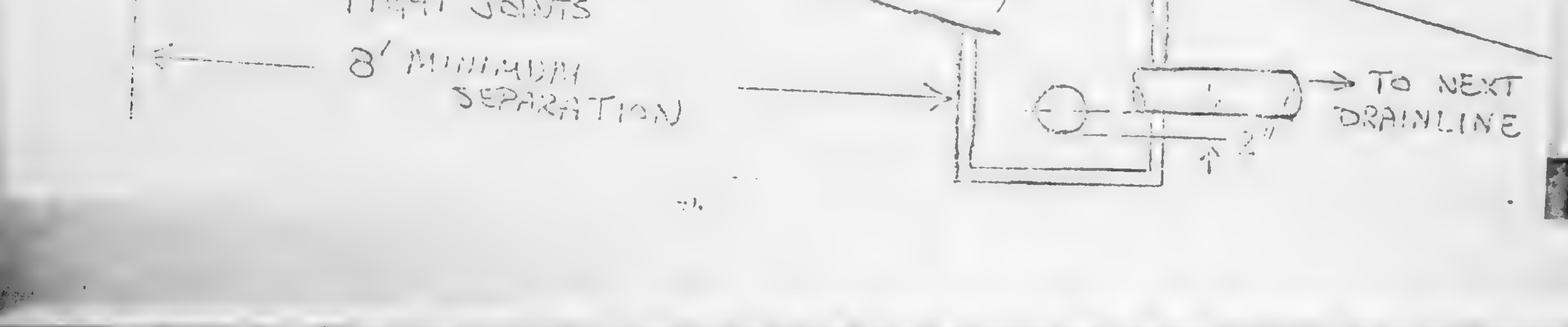
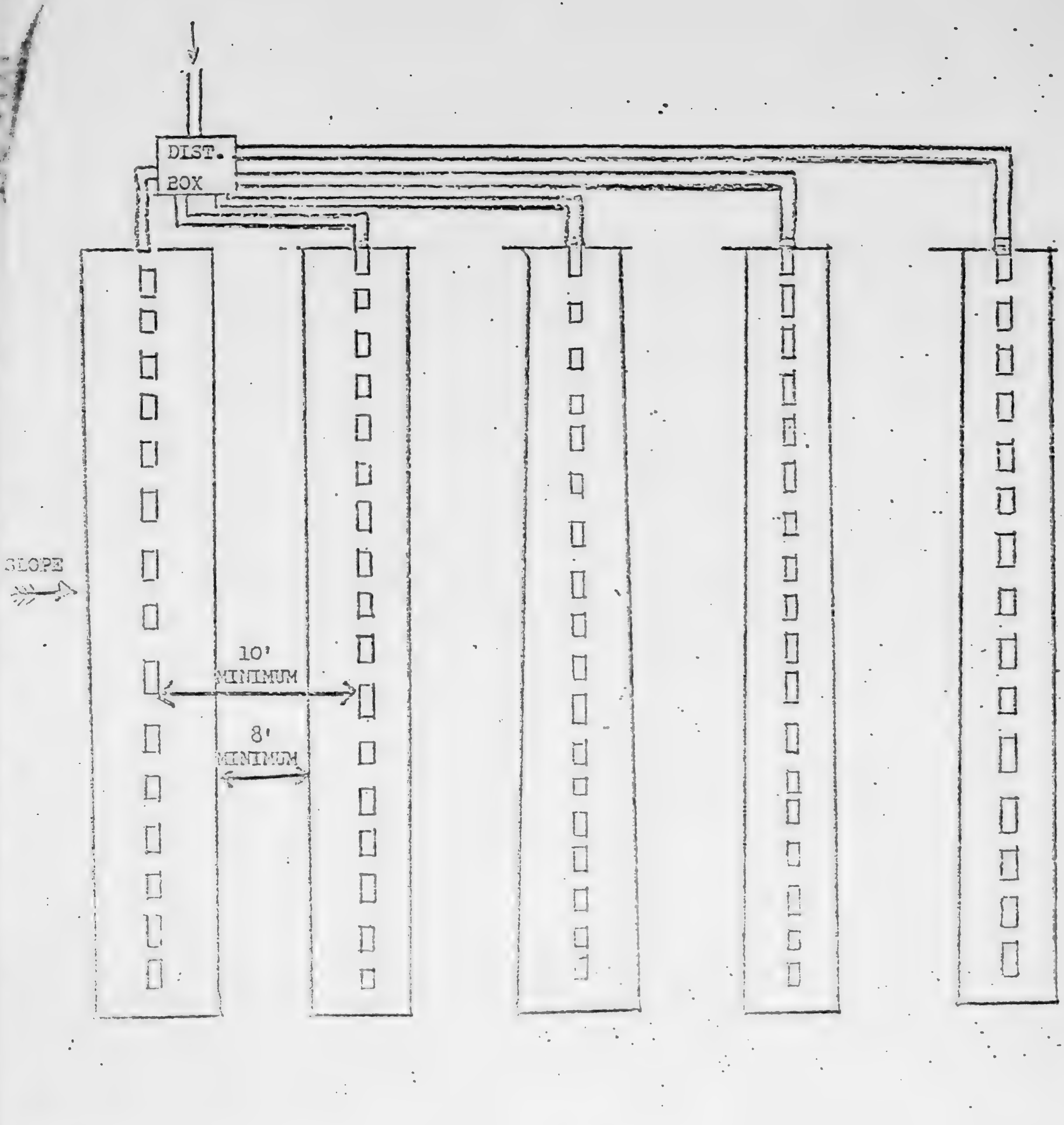


FIGURE 2

EQUAL DISTRIBUTION SYSTEM

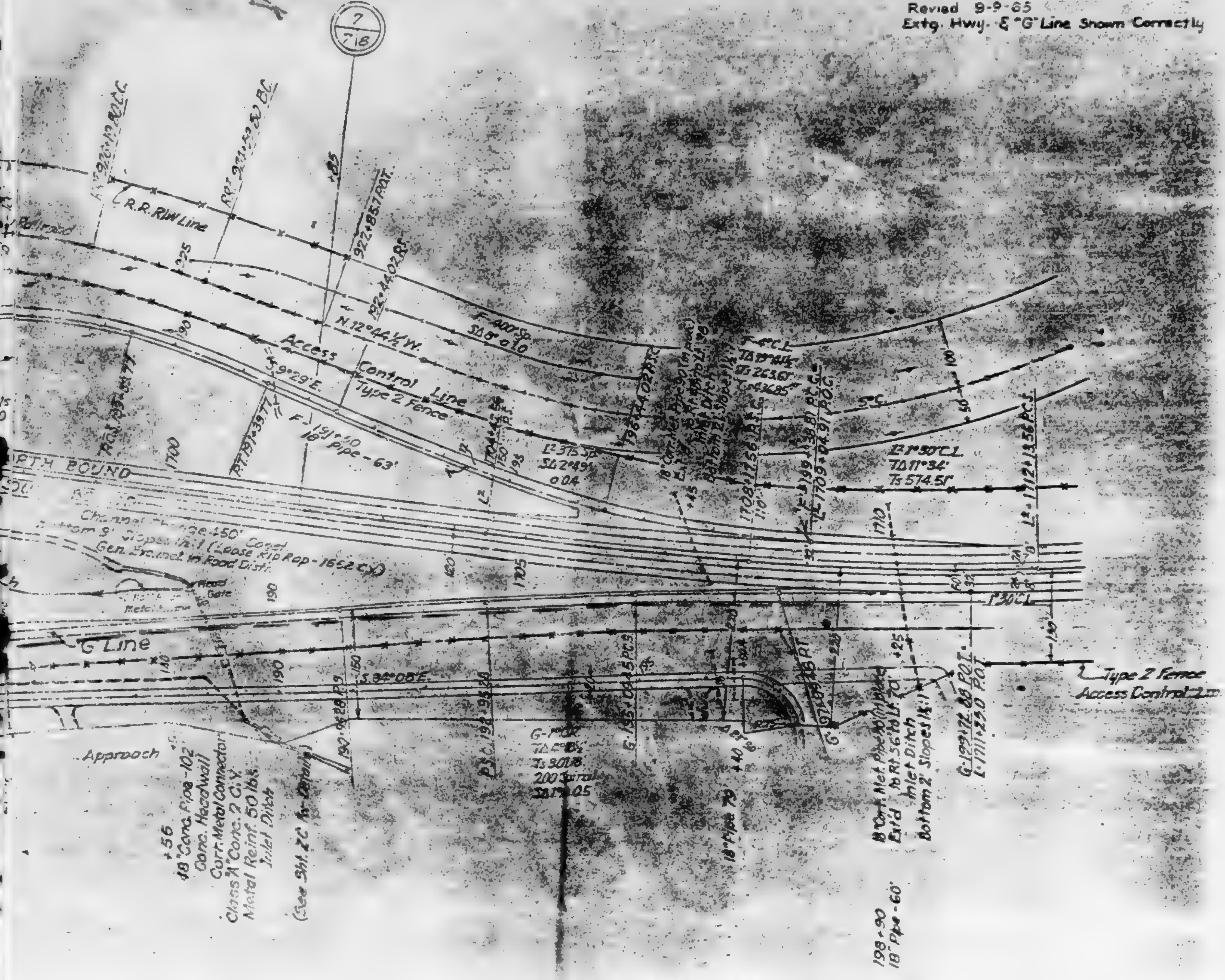


PACIFIC - HIGHWAY JACKSON COUNTY				
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SH
8	OREGON	I-5-1(55)12		

Revised 10-3-61 Added "Future" to Fencing, Sta. "G" 171+00 to Sta. "G" 179+00

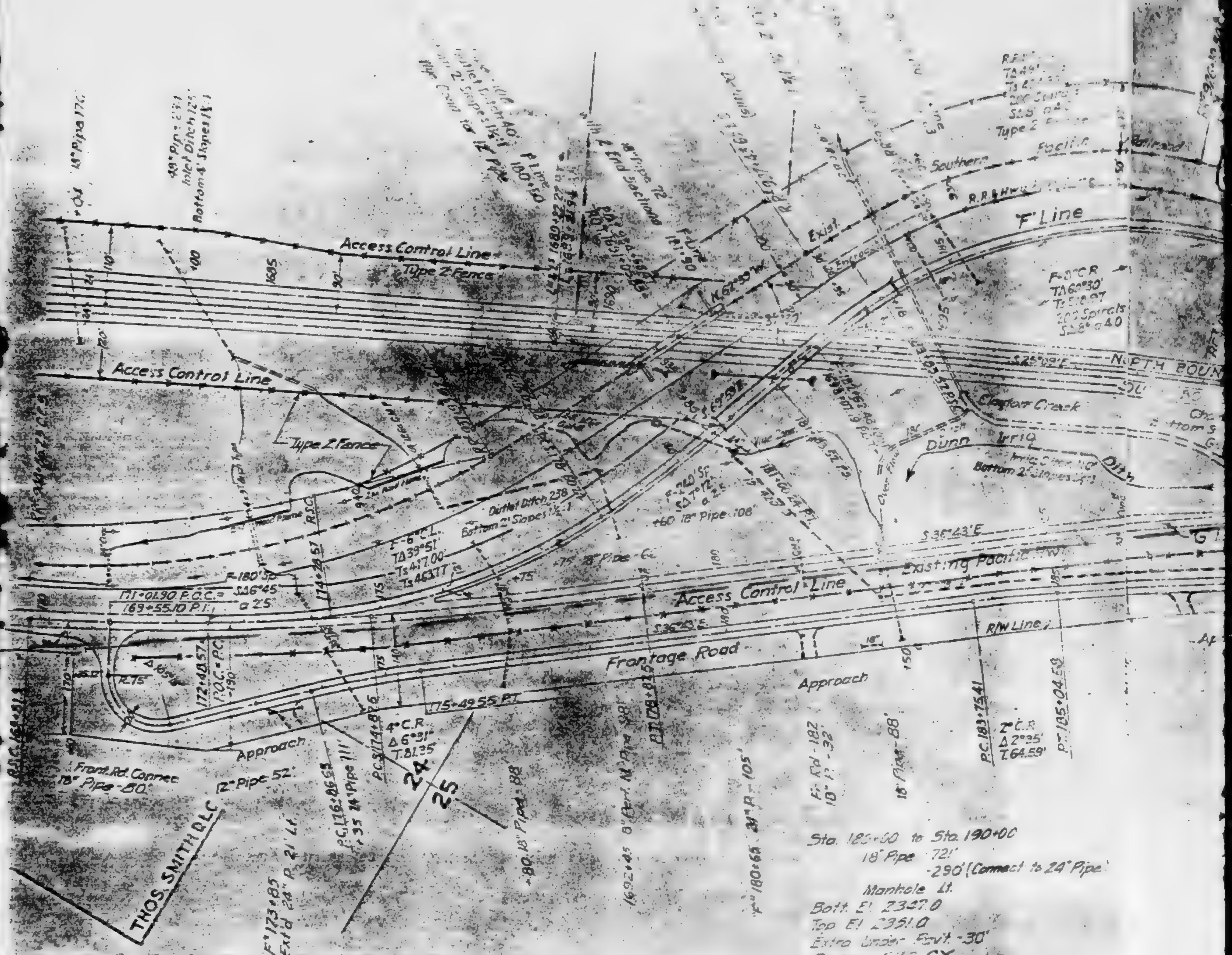
REVISED AS CONSTRUCTED
5-30-64 CONTRACT

Revied 9-9-65
Extg. Hwy. & "G" Line Shown Correctly



SOUTH ASHLAND INTERCHANGE

FOR PROFILES OF MAIN ROADWAY AND FRONTAGE ROAD SEE SHEET

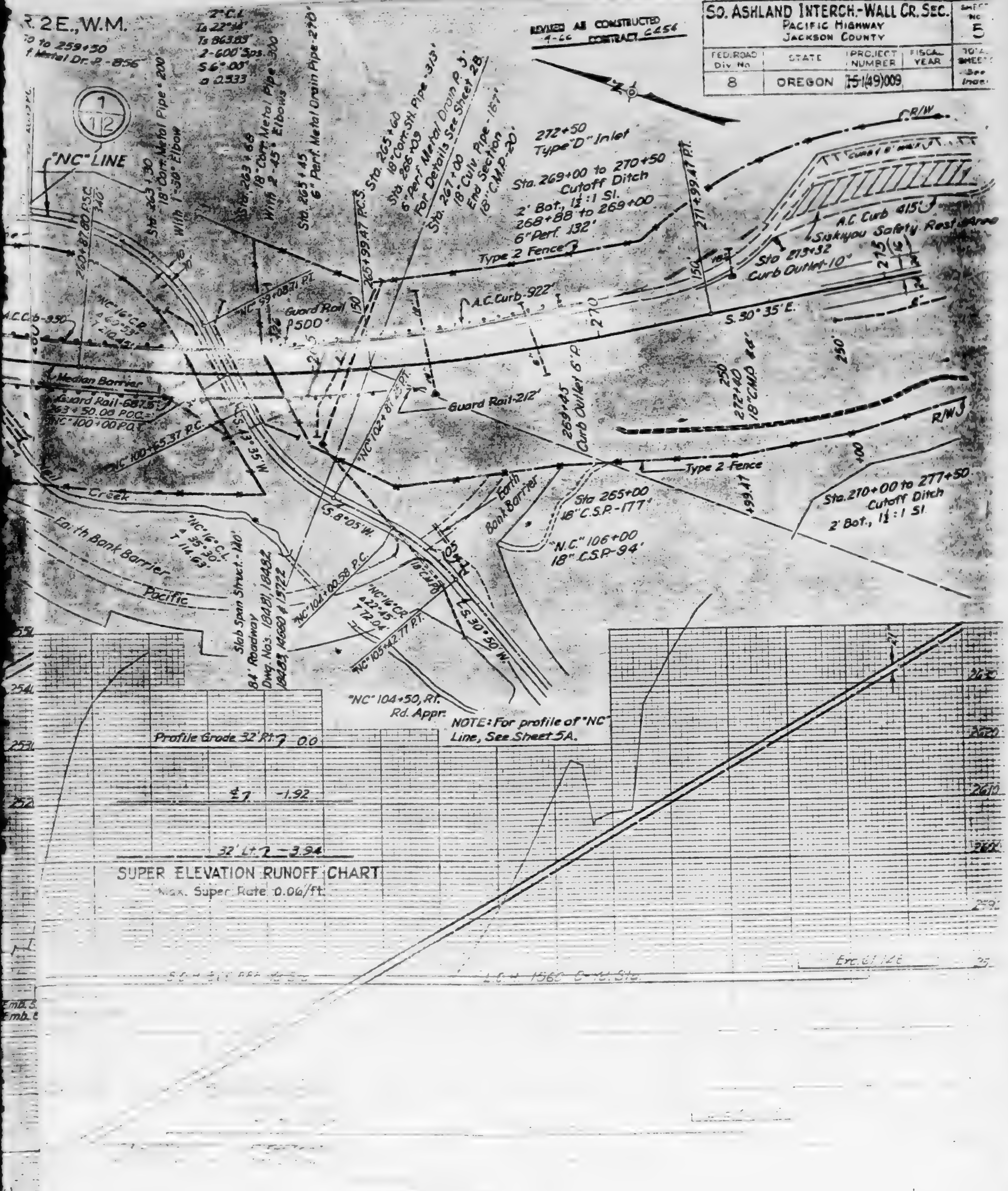


Sta. 189+00 to Sta. 190+00
18" Pipe 721'
-290' (Connect to 24" Pipe)
Manhole Lt.
Bott. El. 2327.0
Top El. 2351.0
Extra Under Pavt. -30'
Dr. Exc. 2395 C.Y.
See Profile Sheet 15-A

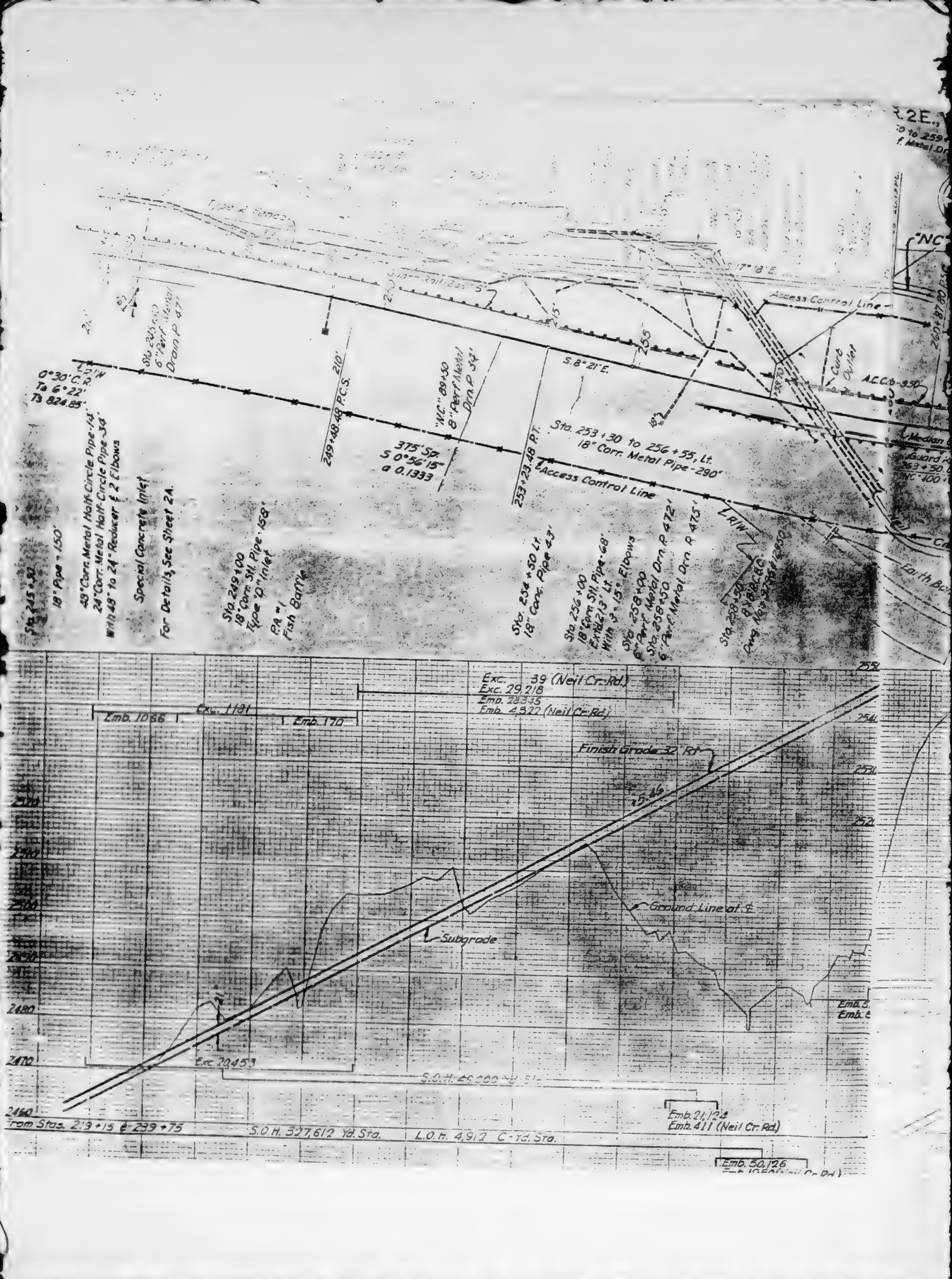
SO. ASHLAND INTERCH.-WALL CR. SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I5-1(49)009	

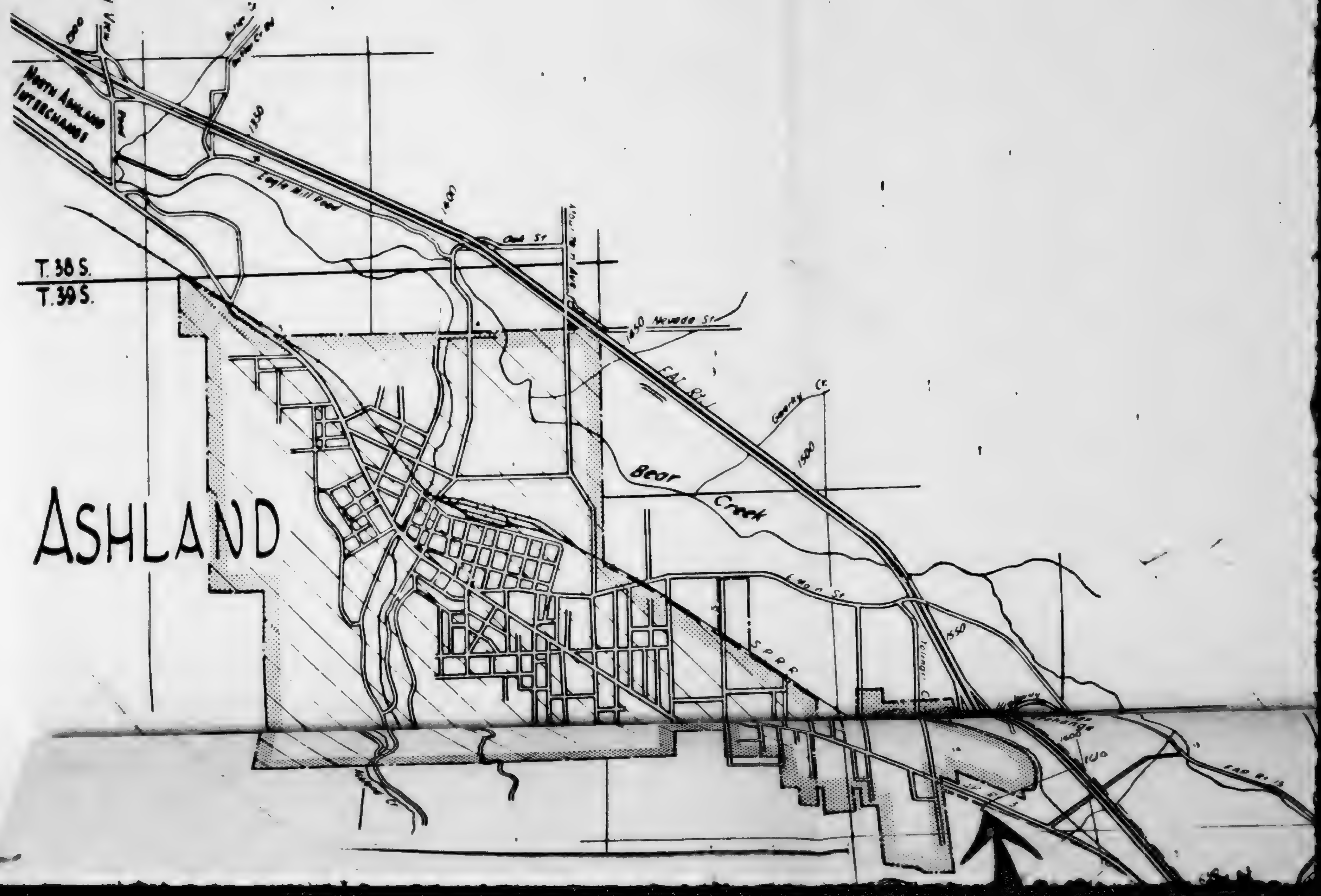
REVISED AS CONSTRUCTED 4-66 CONTRACT C454

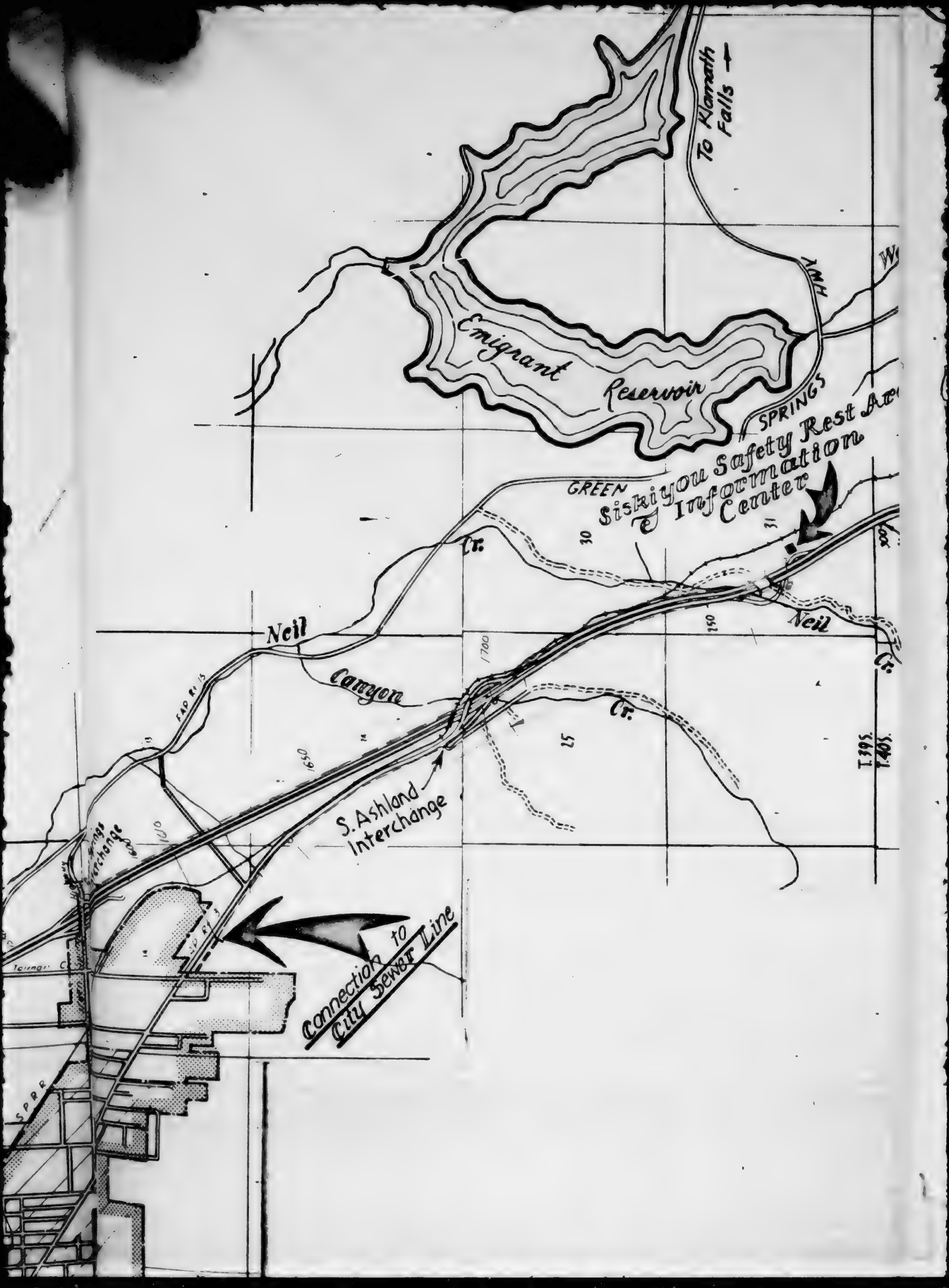


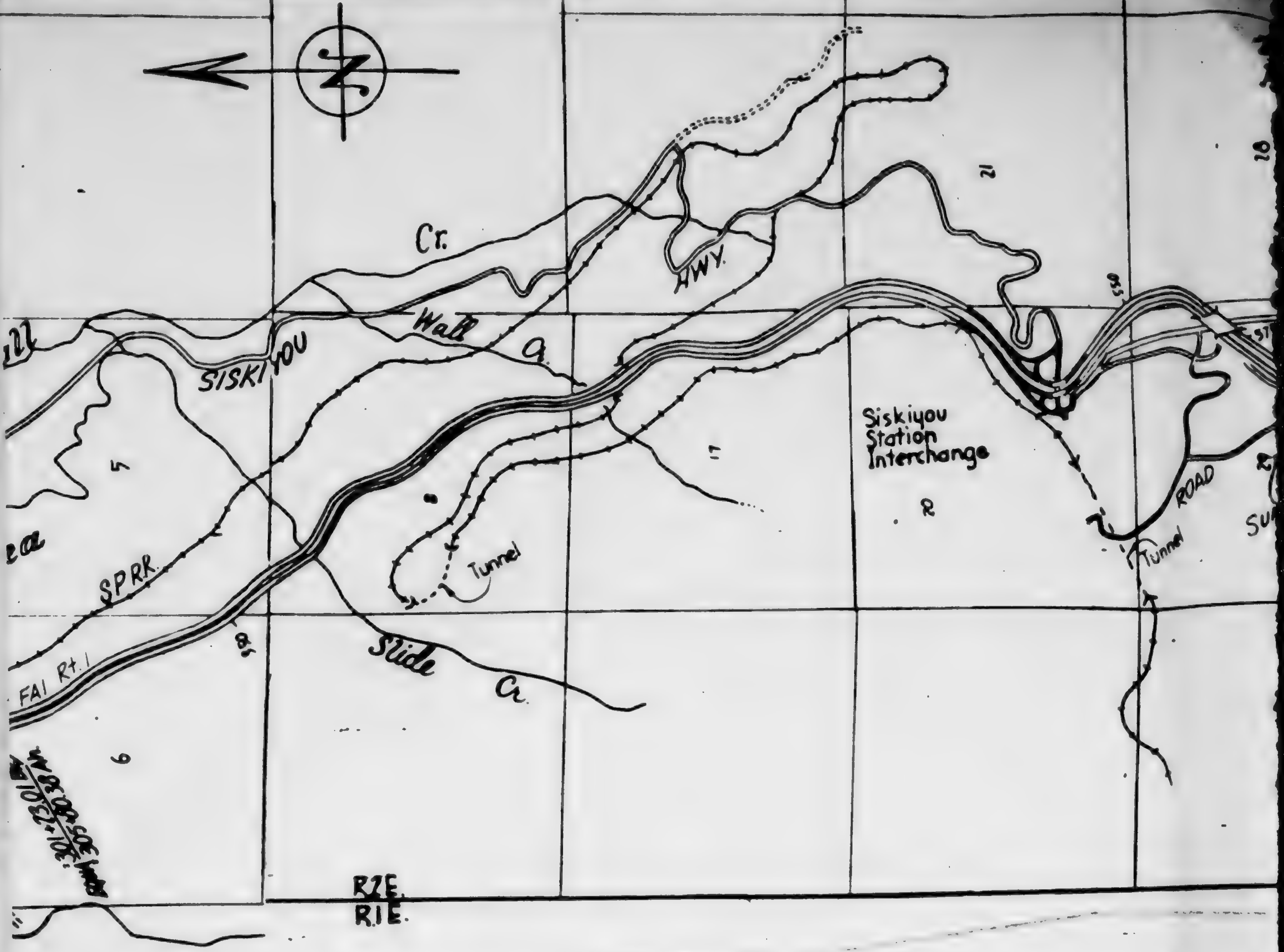
R. 2 E., W.M.
"NC" LINE
Sta. 263+30 18" Corr. Metal Pipe - 200 With 1-30° Elbow
Sta. 263+88 18" Corr. Metal Pipe - 300 With 2-45° Elbows
Sta. 265+45 6" Perf. Metal Drain Pipe - 270'
Sta. 265+60 18" Corr. St. Pipe - 313'
Sta. 266+03 6" Perf. Metal Drain P. J. For Details See Sheet 28
Sta. 267+00 18" Culv. Pipe - 167' End Section 18" C.M.P. - 20'
272+50 Type "D" Inlet
Sta. 269+00 to 270+50 Cutoff Ditch 2' Bot., 1½:1 Sl.
268+88 to 269+00 6" Perf. 132'
Type 2 Fence
A.C. Curb - 922'
Guard Rail 500'
Guard Rail - 212'
A.C. Curb 415'
Siskiyou Safety Rest Area
Sta 273+32 Curb Outlet - 10'
S. 30° 35' E.
269+45 Curb Outlet 6' P.
272+40 18" C.M.P. 44'
Sta. 270+00 to 277+50 Cutoff Ditch 2' Bot., 1½:1 Sl.
Sta 265+00 18" C.S.P. - 177'
"N.C." 106+00 18" C.S.P. - 94'
Earth Bank Barrier
Median Barrier
Creek
Pacific
Slab Span Struct. - 140 84' Roadway Dwg. Nos. 18481, 18482, 18483, 11660 & 15722
"NC" 104+50, Rt. Rd. Appr.
NOTE: For profile of "NC" Line, See Sheet 5A.
S. 8° 05' W.
S. 30° 50' W.
N 35° 13' W
C/R/W
R/W
Profile Grade 32' Rt. 0.0
-1.92
32' Lt. -3.94
SUPER ELEVATION RUNOFF CHART
Max. Super Rate 0.06/ft.

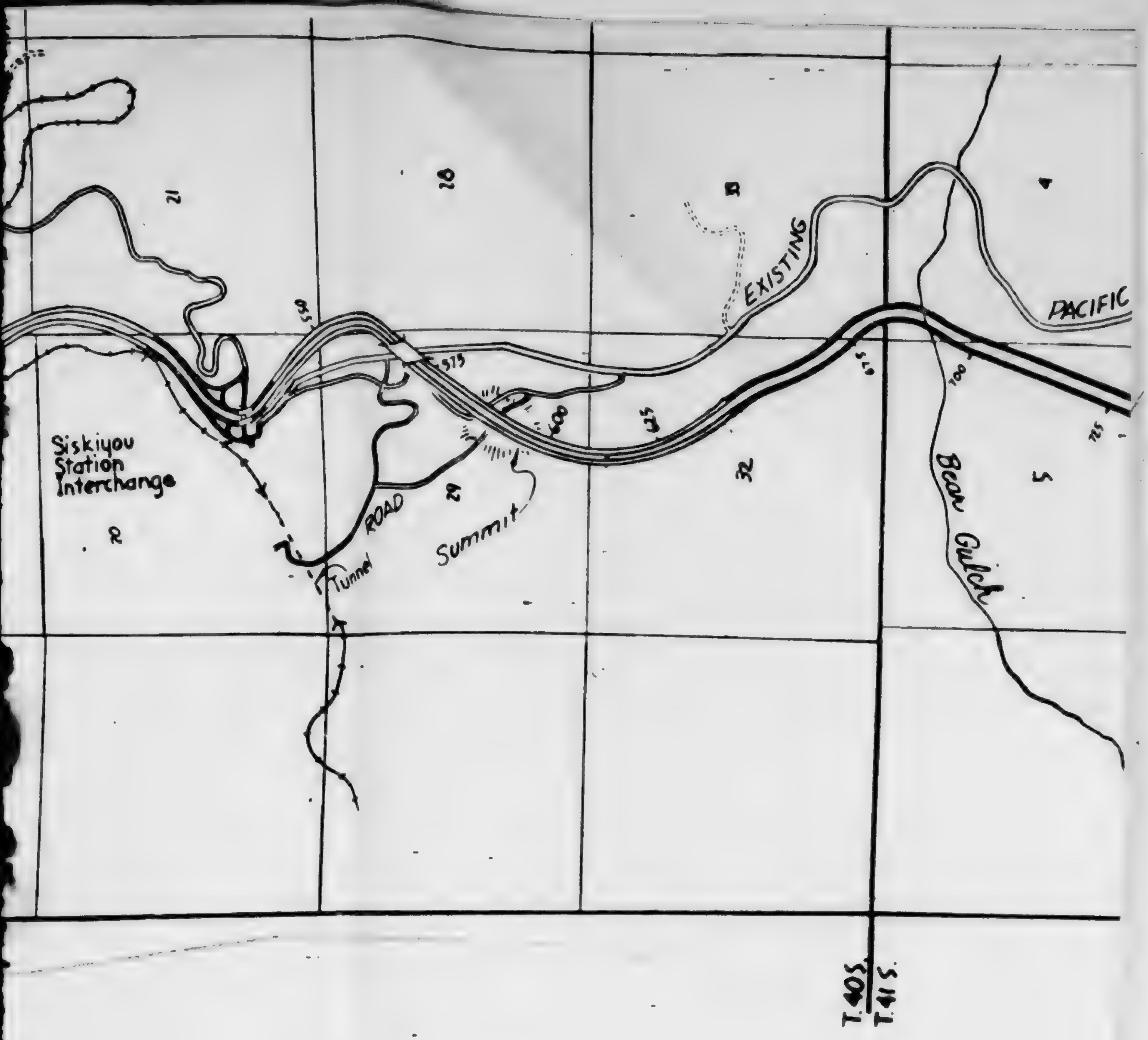


R.2E.,
"NC"
S.17°18'E.
Access Control Line
Curb Outlet
A.C.Curb-950
Median
Guard
263+50
"NC"
255
S.8°21'E.
210'
L R/W
0°30' C.R.
Ta 6°22'
Ts 824.85'
Sta 245+30 6" Perf. Metal Drain P 47
249+48.48 P.C.S.
"NC" 89+30 8" Perf. Metal Drn. P 34'
375' Sp.
S 0°56'15"
a 0.1333
253+23.48 P.T.
Sta. 253+30 to 256+55, Lt.
18" Corr. Metal Pipe - 290'
Access Control Line
L R/W
Earth
Sta. 245+30
18" Pipe - 150'
48" Corr. Metal Half-Circle Pipe - 14'
24" Corr. Metal Half-Circle Pipe - 34'
With 48" to 24" Reducer & 2 Elbows
Special Concrete Inlet
For Details, See Sheet 2A.
Sta. 249+00
18" Corr. Stl. Pipe - 158'
Type "D" Inlet
P.A. #1
Fish Baffle
Sta. 254+50 Lt.
18" Conc. Pipe 43'
Sta. 256+00
18" Corr. Stl. Pipe - 68'
Ext'd 213' Lt.
With 3 - 15° Elbows
Sta. 258+00
6" Perf. Metal Drn. P 472'
Sta. 258+50
6" Perf. Metal Drn. P 475'
Sta. 258+50
8'x8' R.C.B.C.
Dwg. No. 2770
Exc. 39 (Neil Cr. Rd.)
Exc. 29,218
Emb. 28,345
Emb. 4,322 (Neil Cr. Rd.)
Emb. 1066
Exc. 1181
Emb. 170
Finish Grade 32' Rt.
+5.46
Ground Line at ℄
Subgrade
Exc. 20,453
S.O.H. 69,000 Yd. Sta.
Emb. 21,124
Emb. 411 (Neil Cr. Rd.)
From Stas. 219+15 & 239+75
S.O.H. 327,612 Yd. Sta.
L.O.H. 4,912 C-Yd. Sta.
Emb. 50,126
Emb. 1050 (Neil Cr. Rd.)
Emb. S
Emb. E
2550
2540
2530
2520
2510
2500
2490
2480
2470
2460

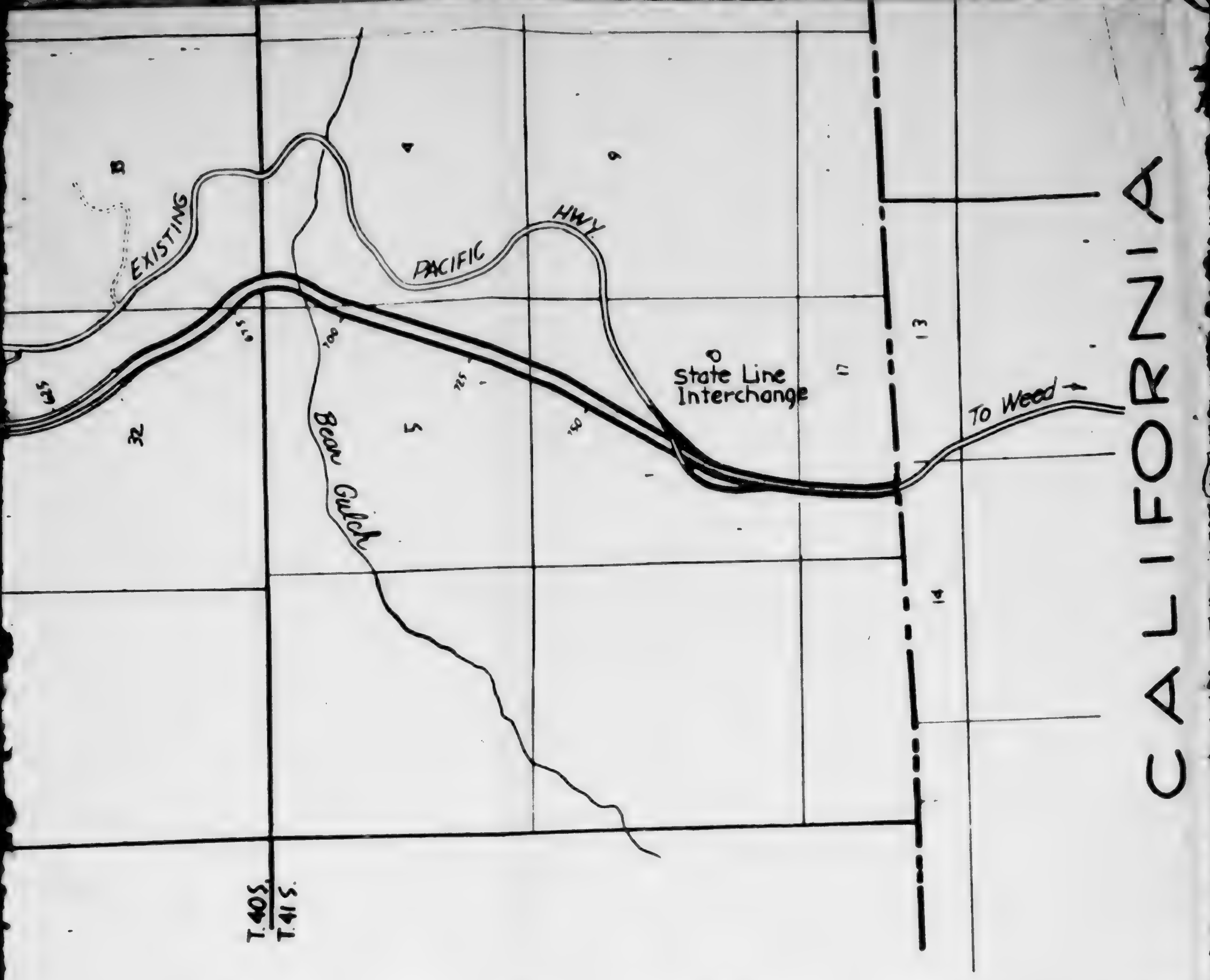

ASHLAND
T. 38 S.
T. 39 S.
Valley View
900
North Ashland Interchange
Road
1350
Eagle Mill Road
1400
Oak St
Mountain Ave
1450 Nevada St
FAI Rt. 1
Gearhy Cr.
1500
Bear Creek
Emigrant St
SPRR
Tolman Cr.
1550
Highway Interchange
1600
1650
13
FAS Rt 13
SP Rt 3
Neil Cr.


To Klamath Falls →
HWY
Emigrant
Reservoir
SPRINGS
GREEN
Siskiyou Safety Rest Ar
& Information
Center
Cr.
30
31
Neil
Canyon
Cr.
1700
250
Neil
Cr.
25
1650
FAP Rt 15
T.39S.
T.40S.
S. Ashland
Interchange
Springs
Interchange
1600
1610
Connection to
City Sewer Line
SPRR


N
Cr.
HWY.
SISKIYOU
Walk
Cr.
SPRR
FAI Rt. 1
Slide
Cr.
Tunnel
Siskiyou
Station
Interchange
Tunnel
ROAD
SU
21
5
4
8
6
R2E.
R1E.
End 305+08.34

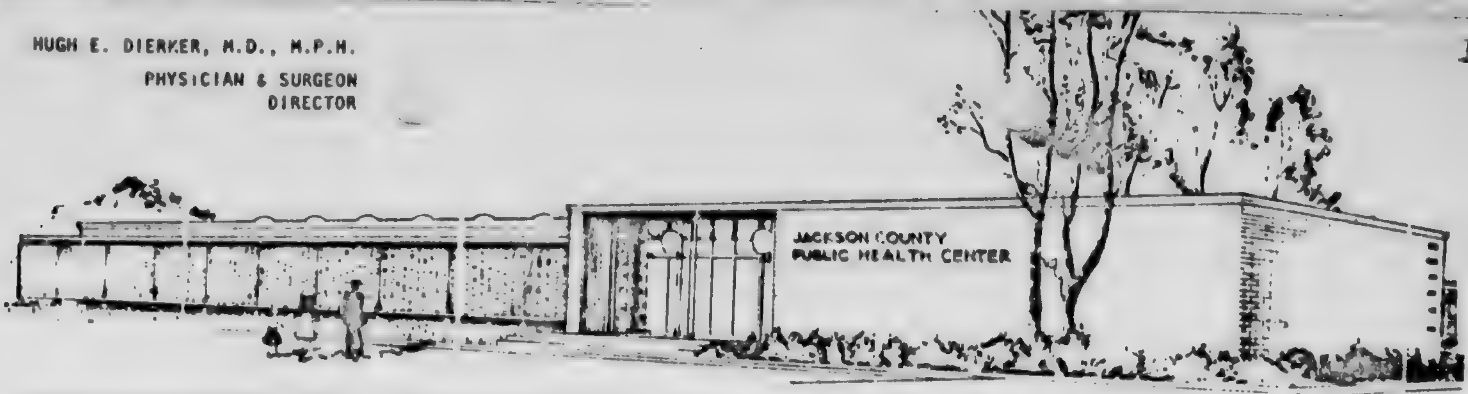


21
28
29
32
33
4
5
EXISTING
PACIFIC
550
575
600
625
675
700
725
Siskiyou Station Interchange
ROAD
Tunnel
Summit
Bear Gulch
T. 40 S.
T. 41 S.


EXISTING
PACIFIC
HWY
State Line
Interchange
To Weed
Bear Gulch
CALIFORNIA
T.40S.
T.41S.
33
4
9
32
5
13
14
17

I-5

HUGH E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR



1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501

PHONE 779-2330

September 5, 1973

Mr. Roy E. Olson
Landscape Engineer
Oregon State Highway Division
State Highway Building
Salem, Ore. 97310

Dear Mr. Olson:

Thank you for your letter outlining your efforts to correct the failing drainfield at the Siskiyou Safety Rest Area. Connecting the rest area to the City of Ashland sewer system sounds like an excellent solution. We hope that they will cooperate with your proposal.

Along Siskiyou Boulevard, between the freeway and Tolman Creek Road, there are a number of failing septic systems. Their only solution is to hook up to sewer. Would this be possible within your proposal?

Again, we appreciate being informed of your progress.

Very truly yours,

W. A. Ettinger, R.S.

W. A. Ettinger, R.S.
County Sanitarian

WAE:ds

REO

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout P

RECEIVED
SEP 10 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bridge
Other

9-17-73
Roy will advise him we cannot provide sewer service Ke

R

1859

OREGON STATE
HIGHWAY DIVISION

August 31, 1973

Mr. W. A. Ettinger, R.S.
County Sanitarian
1313 Maple Grove Drive
Medford, OR 97501

NOTED
E. S. HUNTER

Dear Mr. Ettinger:

Subject: Siskiyou Safety Rest Area

Relative to our telephone conversation this morning, we did look over the possibilities of expanding the drain field. We have decided to pursue another alternative.

At the present time, the possibility of connecting the rest area to the City of Ashland Sewer System is being investigated. This will eliminate the problems encountered with the present setup.

As you informed me this morning, we can delay construction of the temporary drain field until the study of the Ashland sewer hookup is completed. This should be completed at an early date.

I will keep you informed of the progress.

Yours truly,

Roy E. Olson
Landscape Engineer

vmt

cc J. H. Versteeg
D. Moehring
W. Hart ✓
A. Shirley
G. T. Thornton

NOTED
R. W. ELLISON

RECEIVED
SEP 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1973
BRIDGE DIVISION

E-123

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1973

SUBJECT: Siskiyou Safety Rest Area

To: J. H. Versteeg
Design Engineer
224 State Highway Building

George Thornton and I met with Allen A. Alsing, Public Work Director, and Bryan Alnquist, City Director of Ashland, on Tuesday, August 28, 1973 to discuss the possibility of running a sewer line from Siskiyou Safety Rest Area to the City of Ashland Sewer System.

There is an 8-inch sewer line ending about 200-feet north of Ashland City Limits in the vicinity of Toleman Road which is 3.61 miles from the rest area site. Another possibility for connecting is near the Green Springs Interchange.

An agreement can be worked out with the City of Ashland as long as it is a transmission line ruling out the possibility of others connecting to the sewer system.

Attached is a letter from W. A. Ettinger, County Sanitarian, which explains the grim situation for septic tank and disposal field installation.

The first thought was to do repair work on the existing drainfield and build a new one as a temporary measure. I called Ettinger this morning for some more information in the design of the temporary setup. I also mentioned that we were considering a hookup with the City of Ashland.

He said as long as we were considering a sewer line into Ashland that the temporary measures could be forestalled for awhile. He asked me to write a letter to the effect that we were considering the line to Ashland.

Roy E. Olson
Landscape Engineer

vmt

Enclosure

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
August, 27, 1973

To:

John W. Sheldrake
Regional Engineer
Roseburg, Oregon

SUBJECT:

Drainfield Failure Neil Creek
Rest Area Jackson County
Ref. your T.T. 130, dated 8/24/73

Attached please find correspondence received from the Jackson County Health Dept. regarding the drainfield failure at the Neil Creek Rest Area.

Due to anticipated new construction and expansion Roy Olson, Landscape Engineer, has been requested to assist in the design and location of the new drain system. Work will commence immediately after a design is determined. A completion date of October 1, 1973 has been tentatively set to avoid rains. Costs estimates will be submitted and a minor betterment order written as soon as size and design can be established. In conjunction with this work Bob Knapp, Hydraulics Engineer, is presently designing a chlorination system which will be installed as soon as possible. Again, cost estimate and a minor betterment order will be submitted when costs are established.

ORIGINAL SIGNED BY GEORGE T. THORNTON

George T. Thornton
District Engineer

GTT:slm
CC: Roy Olson
Walt Hart
David Mehring
Attachments

HUGH E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR

1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501

PHONE 779-2330

August 20, 1973

Mr. George Thornton
State Highway Department
2692 N. Pacific Hwy .
Medford, Ore. 97501

Dear Mr. Thornton:

An inspection of the septic system drainfield for the Siskiyou Information Center on I-5 indicated there are three basic reasons for its failure.

1. The upper drainfield is installed in excess of 4 ft. This restricts any upward movement of water, inhibiting transpiration.

2. The lower drainfield is too close to the road ditch and accordingly "bleeds". There is the suspicion that some tiles are out of alignment. The tiles may also be in so deep as to affect transpiration.

3. The soils for both drainfields are heavy red clays with unknown and apparently impervious layers underneath.

In order for the Information Center to have a workable septic system, several corrective steps are necessary.

1. For the upper drainfield - bring in sufficient sandy loam soil to develop a "bed" area not over 3 feet deep. After compaction of the material, install a new drainfield and cover with not over 1 ft. of the sandy loam. Plant low growing shrubs (juniper) in the drainfield. The drainfield should start a minimum of 100 ft. from the well and extend to within 25 ft. of the building and from the bank to the sidewalk. This new drainfield can be connected to the lower drainfield.

2. The lower drainfield should have all the existing dirt now covering it removed and replaced with the same kind of sandy loam as used above. Any tiles out of alignment can be replaced at this time. No portion of the drainfield should be closer than 25 ft. from the road ditch. Plantings should also be included in this field.

Enclosed is an application for a permit to perform the necessary repairs. A plot plan is needed before issuance of the permit as you did for the drainfield at the Lincoln Station.

Due to the limited drainfield area available and the failure of the existing system, no expansion of the Information Center facilities should be contemplated using a septic system.

Hope this information will be sufficient for you to design the necessary corrective measures and that the repair work can proceed at a very early date.

Sincerely,

W. A. Ettinger, R.S.

W. A. Ettinger, R.S.
County Sanitarian

WAE:ds

Encl. 3

cc: Chris L. Wheeler
DEQ
State Health Division

[illegible] 5-1
Siskiyou

FORM E-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 16, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Sanitary Facilities
South Umpqua, Cabin Creek,
Siskiyou, and Boardman
Rest Areas

The inadequate sanitary facilities in Region 3 mentioned in your letter of March 5 were surveyed in the field Thursday and Friday, March 1 and 2. The conclusions reached after checking these facilities are as follows:

1. South Umpqua Rest Area (NB)

It was found that the disposal field was inundated by the intrusion of ground water above the field lateral tile. Adequate dewatering of the field by ditching and trenching should eliminate the standing ditch water and high ground water table which had made this disposal field inoperative. If this operation is successful, the disposal field should be able to service the area for three to four years.

2. South Umpqua Rest Area (SB)

The disposal field installed by Maintenance is operating satisfactorily and with alternate use with the original disposal fields should be adequate for another two to three years.

3. Cabin Creek Rest Area (NB)

The present disposal fields were excavated and it was determined that the northerly field was carrying most, or all of the load. The alternate south disposal field has not been used in the past and is one of the principal reasons for our current problems. The distribution and divergent boxes were uncovered and the distribution box for the northerly field shows signs of being flooded. Since that time the southerly field has started working on its own and from the condition of the field the laterals should serve for another two or three years. The District Engineer was given instructions about how to prolong the life of these disposal fields by alternating their use.

The ultimate solution for disposal problems at this area is a lagoon, but this can only be designed after expansion consideration has been made.

4. Cabin Creek Rest Area (SB)

This is the only area where it is necessary to spend any substantial amount of money, approximately $5,000. The disposal fields are completely inoperative and the effluent is running into the nearby ditch. We are now designing and estimating relative costs of two on-site disposal fields.

One of these disposal fields would be above the rest area in a wooded area above the development line. This design would necessitate pumping the effluent about 600 feet and the field would be layed among the trees which would aid in transpiration of the effluent. No large trees would be removed and the woodsy setting would be maintained.

The other alternative would be in the brushy median between the parking area and the south-bound roadway. This area would require installing a new four-inch water line around the disposal field. This water line goes from the water supply reservoir to the north-bound area about a half mile away.

The District Engineer was asked to take percolation tests of each location to determine the suitability of the soils. Four to five years is the expected life of the proposed disposal field.

5. Boardman Rest Area

This area's waste system now discharges its effluent with no treatment other than disinfecting, directly into the adjacent creek on the west-bound area. The conditions that existed when the area was constructed are still the same. Although this system does not meet present DEQ standards, it will continue to function as designed until a new lagoon system can be constructed and put into operation.

Although the recommendations given to the District Engineer are not a permanent solution, it does create a livable condition for the next two or three years. Therefore the only pressing problem to deal with immediately is the condition at Boardman Rest Area in Region 5. A contract should be let at the earliest possible date. We are continuing our study of possible solutions to the problems at all of our safety rest areas. The present recommendation should keep these facilities in operation until a satisfactory solution to the overall problem can be arrived at.

Therefore, I recommend that the Road Design Section be contacted for their consideration of probable expansion to be considered in the final design of the waste disposal system.

South Umpqua, Cabin Creek and Siskiyou Rest Areas should be scheduled for expansion, construction and completion no later than June of 1976. The ensuing time should be adequate for programing, scheduling, design and construction for these rest area expansions.

GJB:dh

cc A. E. Johnson
L. H. Young
J. H. Versteeg
W. E. Schwartz
F. L. Hall
Roy Olson

RECEIVED
STATE HWY ENGR
MAR 19 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7189

I-S

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 25, 1973

SUBJECT: Shrink/Swell Factor
Elkhead-Rice Hill Section
Pacific Highway
Douglas County

To: Mr. Frank Hall
Design Engineer
SALEM

Attention Frank Terpin

Attached are reports from Parker and Bates presenting information relative to the shrink/swell factor to be applied to earthwork on the above section. In going through the arithmetic, it would appear to me a 0-5% shrink factor would be appropriate.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc A. W. Bates
Elliott Parker

1 H
2 T

K

REFERRED TO
Cole ______ Reed ______
X Eriksen ______ Sample ______
Hager ______ Watson ______
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 24, 1972
Roseburg, Oregon 97470

SUBJECT: Elkhead - Rice Hill Section
Padific Highway
Douglas County
Shrink / Swell Factor

To: J. H. Versteeg
Region Engineer
Roseburg

Atten: J. X. Wilson
Region Construction Engineer

In an attempt to furbher break down the information of Mr. Halter's report dated January 23, 1973, the following estimate was made:

Total Excavation approximately 100,000 Cubic Yards
  Rock 50,000 to 60,000 cuyds
    10,000 to 12,000 cuyds with a ± 25% Swell - thick bedded sandstone.
    40,000 to 48,000 cuyds with a ± 0to 10% Swell - thin bedded sandstone.

  Overburden & Soil
    40,000 to 50,000 cuyds with a ± 25% - 30% Shrink.

attach:

Ronald J Kleinschmit
by Ronald J. Kleinschmit

for Alfred W. Bates
Resident Engineer

RECEIVED
JAN [illegible] 1973

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 23, 1973

To: J.H. Versteeg
Region Engineer
Roseburg

SUBJECT: Shrink/Swell Factor
Elkhead Rd-Rice Hill Section
Pacific Highway
Douglas County

Atten: J.X. Wilson
Region Construction Engineer

This report is the result of an investigation into the shrink/swell factor on the subject section to make recommendations requested by Frank Terpin in the attached letter.

The subject area is underlain by sedimentary rocks of the Umpqua formation. Two basic rock types are present. The most predominant is thin-bedded siltstones and sandstones with individual beds ranging in thickness from a fraction of an inch to one inch. The other rock type is moderate- to thick-bedded sandstone with individual beds ranging in thickness from 6" to 3'. Exposures indicate that the thin-bedded siltstones and sandstones underlay all of the area except the cuts left of K^{1b} 711+00-719+28 (Elkhead Interchange) and L 719+28-784+00.

Exposures in cutslopes indicate that these sedimentary rocks are overlain by a residual overburden soil. The soil grades downward into unweathered rock at depths of 3-6'. Based on these exposures, it can be assummed that any material 6' below original ground surface can be considered bedrock.

The thin-bedded siltstones and sandstones could be easily ripped, and will probably fracture into ½"-0 fragments. Since this rock is fairly soft, the fragments will tend to be further pulverized by compaction equipment. It is anticipated that this material would pribably have a swell factor of 0-10%.

The thicker-bedded sandstone would be moderately hard to rip, and would tend to break in slabs relative in size to the thickness of the individual beds. It is anticipated that this material would probably have a swell factor of 25-30%.

The 3-6' thick residual overburden soil overlying the bedrock would probably have a shrink factor of 20-25%.

cc: Al Bates

Elliott Parker
Region Geologist
R D Halter
by: R.D. Halter
Asst. Region Geologist

I-5

Salem, Oregon

January 11, 1973

J. H. Versteeg, Region Engineer
P. O. Box 1128, Roseburg, Oregon 97470

ORIGINAL SIGNED BY FRANK E. TERPIN
Frank E. Terpin FINAL DESIGN ENGINEER
Final Design Engineer

Elkhead Rd.-Rice Hill Section
Pacific Highway
Douglas County

In reviewing the earthwork for the project we find the embankment quantities were swelled 25 percent indicating that the excavated material will shrink by that factor.

Within the limits of the project presently planned, Station 693+00 to Station 1015+00, there is approximately 100,000 yards of excavation and about half of this will be rock as indicated by notes on the cross sections. Enclosed are prints of the cross sections where it is intended to acquire the material.

Will you please review the shrink or swell factor to be used and make a recommendation.

FET:jh
Enclosure
cc: F. E. Eriksen

1 Hall
W. Olson
Terpin
Swenson
R. Olson

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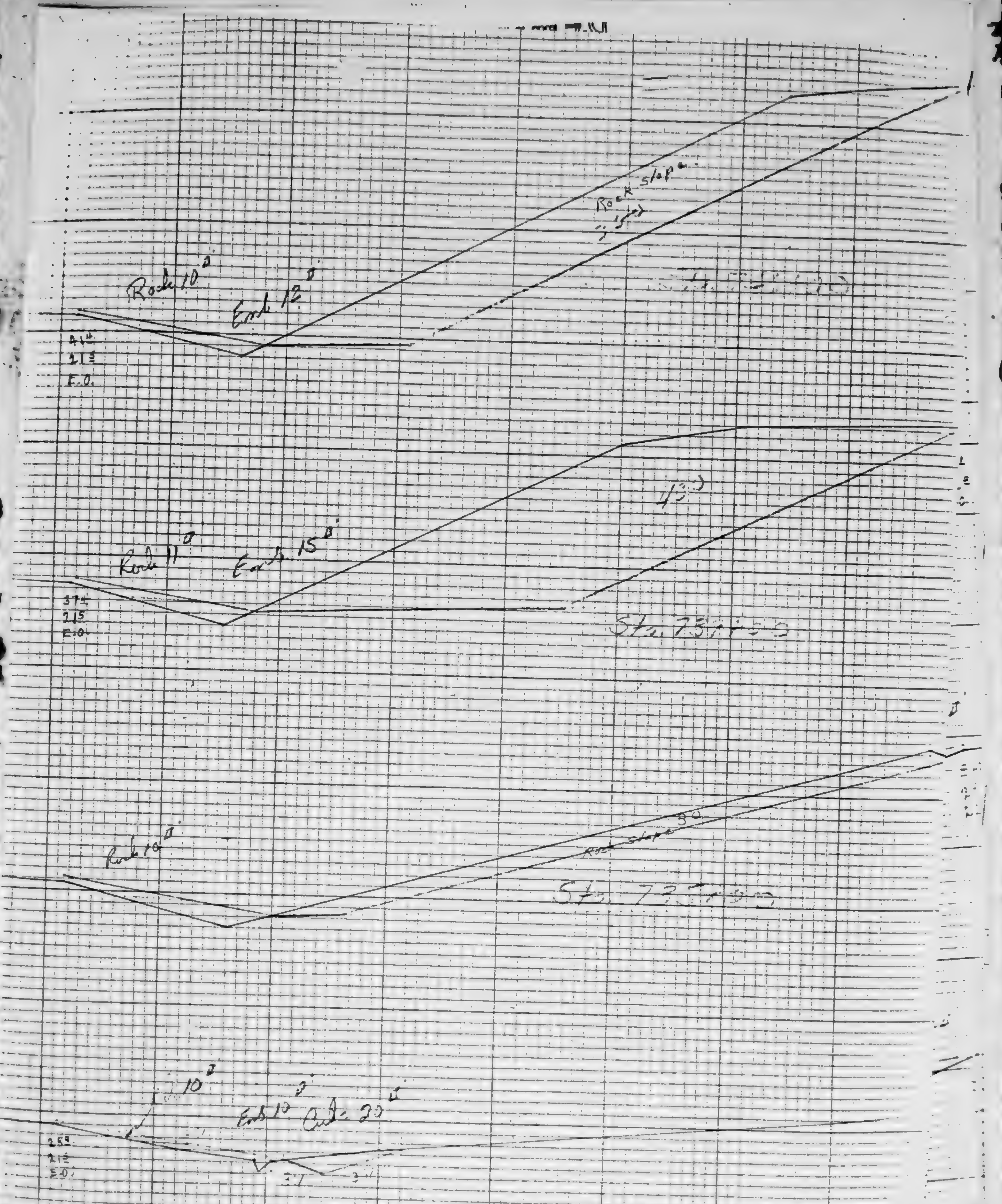
JAN 1
DESIGN SECTION

Bring Up
Other

Rock slope
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41
21
E.O.
45
Rock 11
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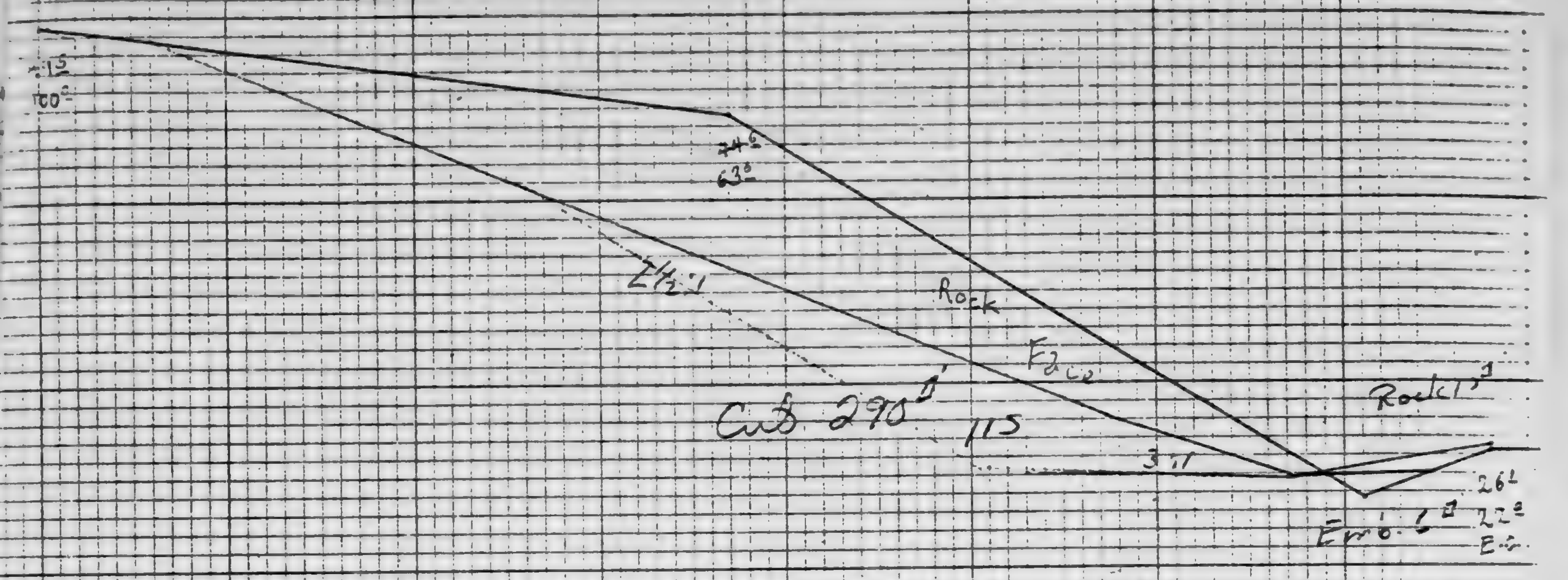
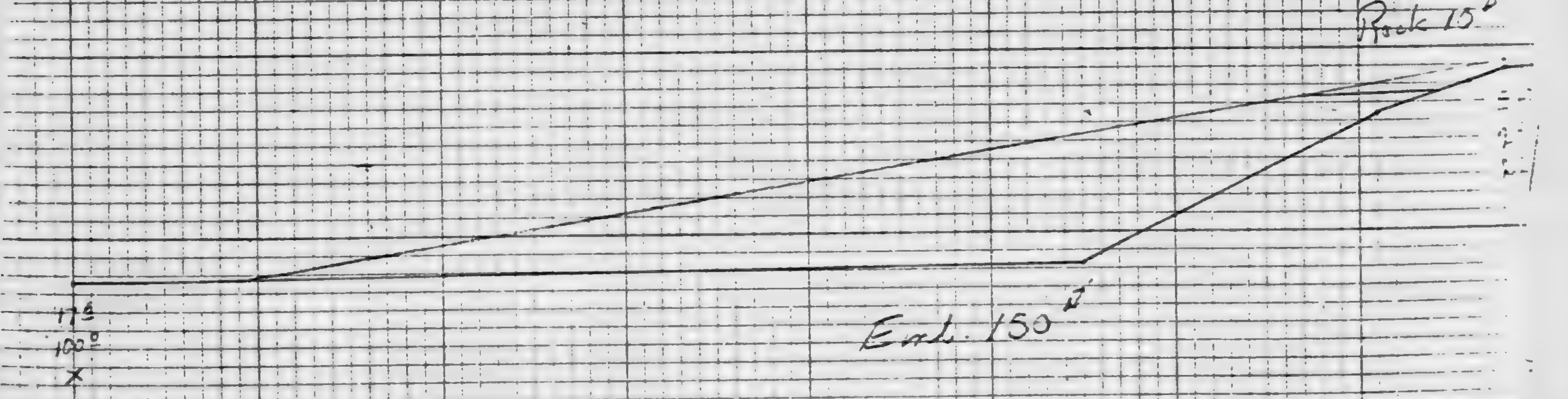
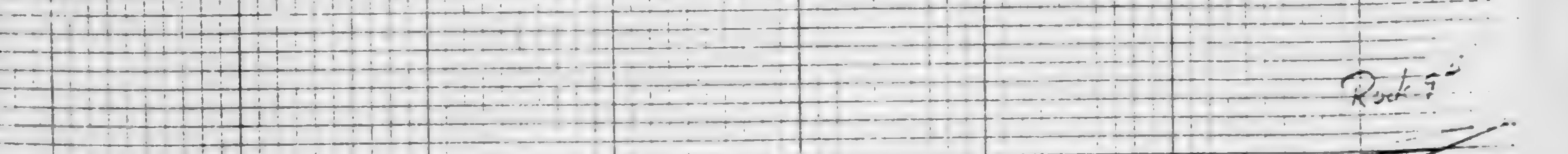
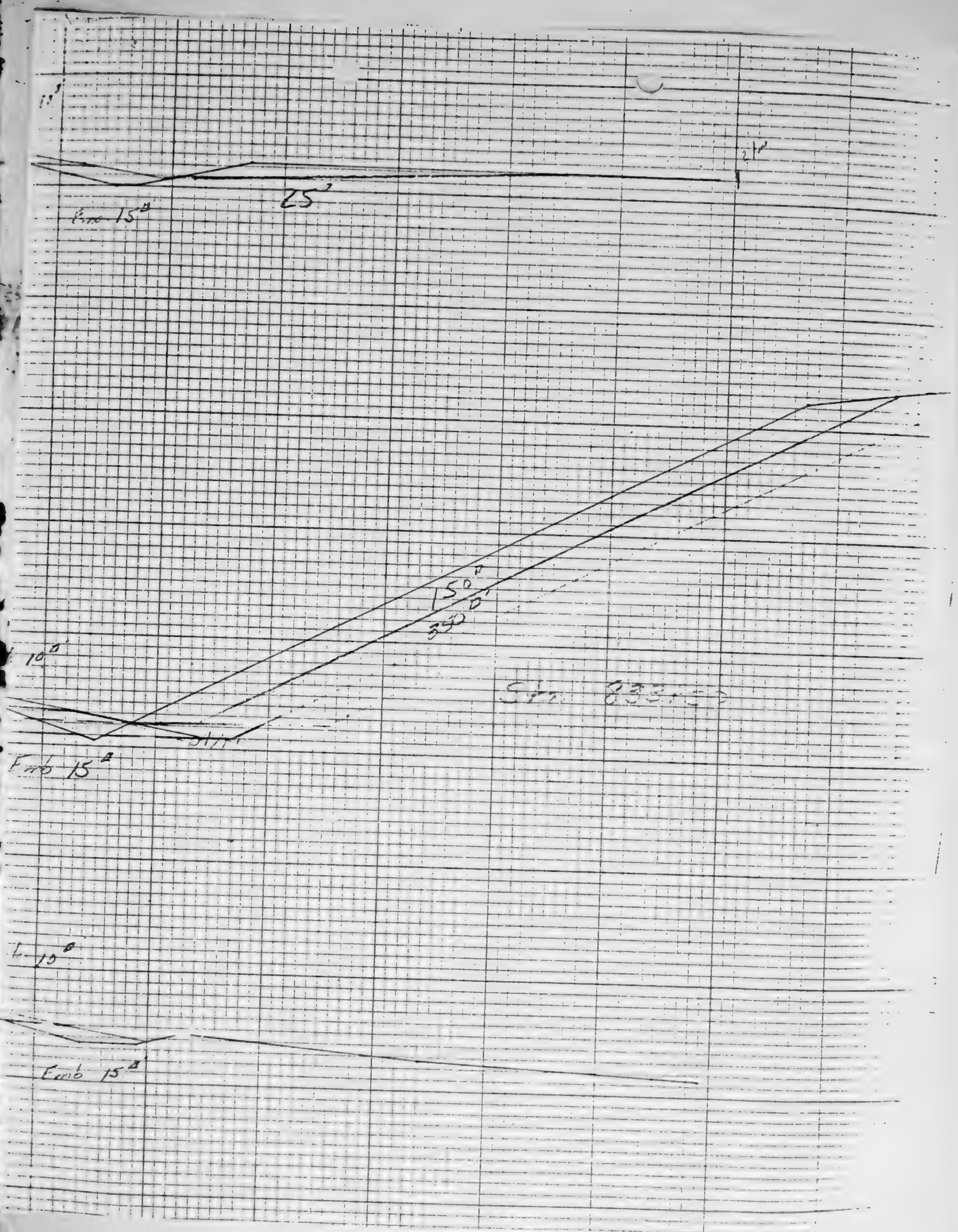
K+E STANDARD CROSS SECTION 10X10 TO THE INCH

Sta. 833+00





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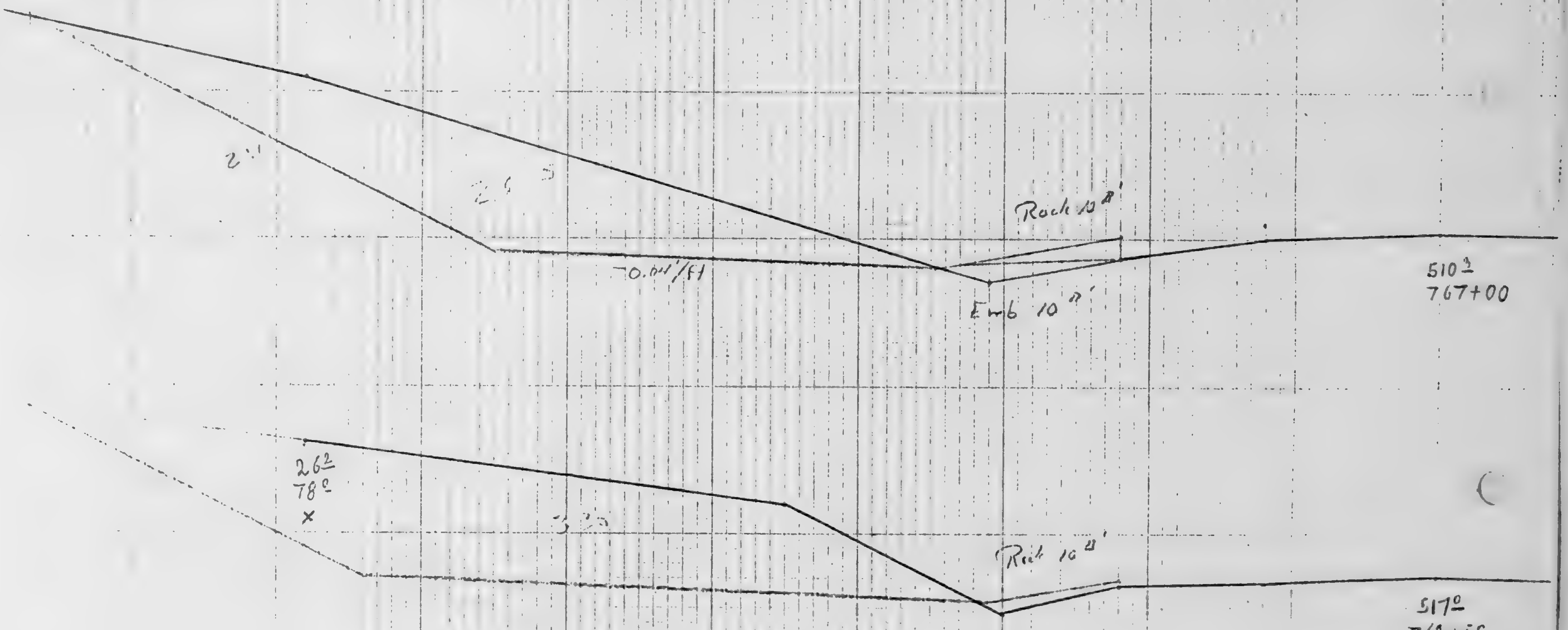
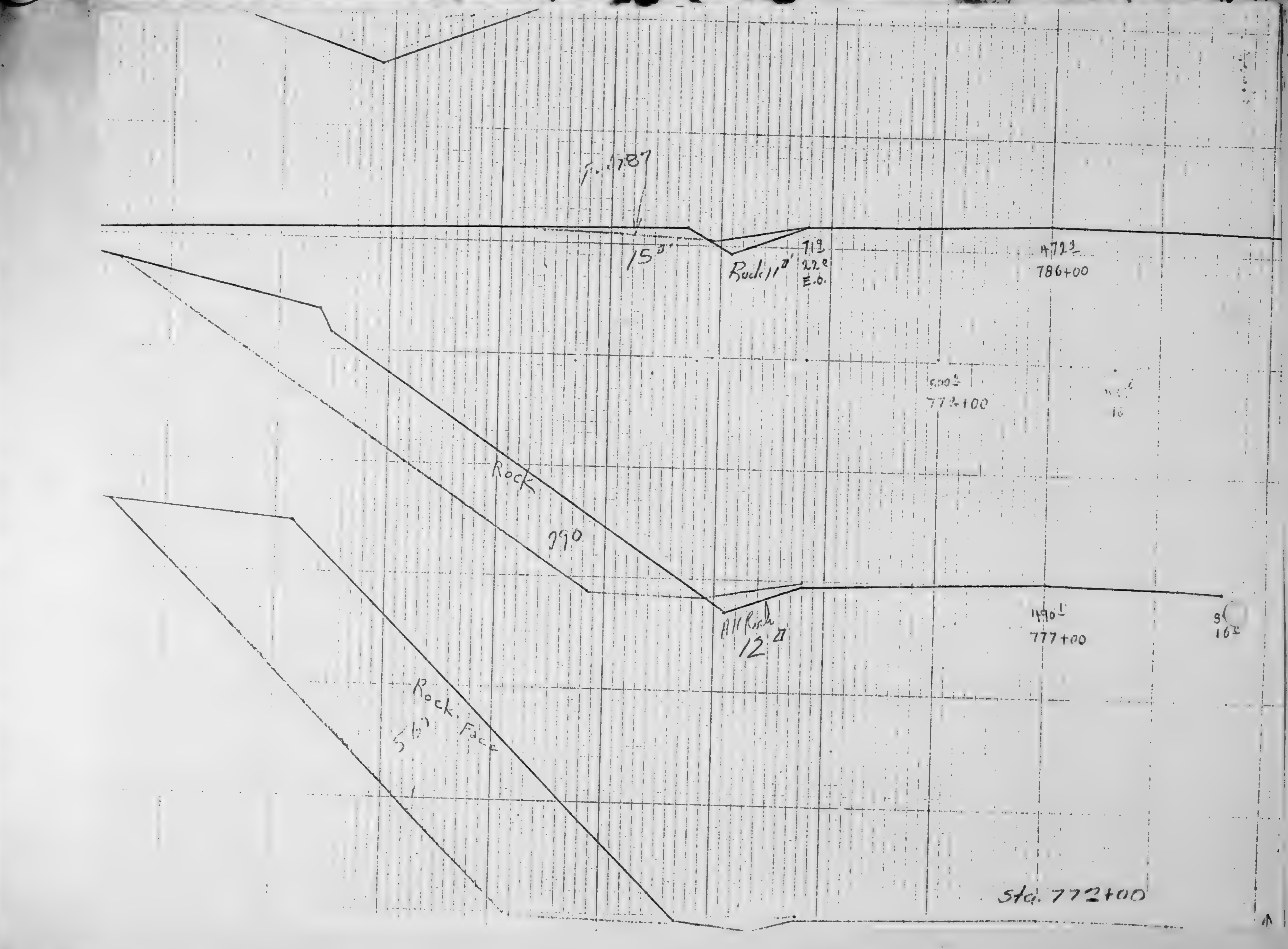
Emb 15'

Elkhead Rd. – Rice Hill Section
Pacific Hwy.
Douglas County



759-757
Circ. Pipe - Fill Hole
See Pipe Sections.

759-786 - Rock Face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777+00
490
9
16
Rock Face

Pacific Northwest Bell
421 S.W. Oak Street
Portland, Oregon 97204
Phone (503) 226-5978

J. H. Stever
Economic and Industrial
Development Manager

November 28, 1972

Beckman -
for your comments
11-29

Mr. George Baldwin
State Highway Building
Salem, Oregon 97310

Dear George:

Our proposed recommendation sent to you on October 25, 1972, was presented to the Travel Information Council on November 6, 1972. The recommendation was accepted very gratefully by the Council. However, they did suggest a few changes. Therefore, attached for your consideration are pages 3, 5, and 6 which reflect changes suggested by the Council and the Oregon State Highway Department.

I would like to re-submit our recommendation to the Council by December 15, 1972. Therefore, if you have any comments or suggestions on the attached revisions prior to that time please let me know.

If you have any questions or would like to discuss, please do not hesitate to call.

JHStever

J. H. Stever
Chairman, Sign Plaza Committee

Attachments

cc: Travel Information Council Members

RECEIVED
NOV 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

2. Potential for traveller's usage of Sign Plazas - assuming billboards are removed what volume of travellers could be expected, by rest location, to utilize the Sign Plaza facilities. This should also include further research on the types of information required by the traveller.

3. Technological Advances in Display techniques: The TIC should research every new communications technique available in the travel industry. This can be done by having the TIC available to hear proposals from private companies in the communications industry. It would be desirable to integrate these new technologies with the plans presented by potential concessionaires.

* Need to Establish Location Priorities: The committee feels the initial Sign Plazas should be erected in rest stops and information centers along interstate highways 5 and 80. This would involve constructing Sign Plazas at the following locations initially: (see attached map for locations)

Interstate 5

Baldock (2)
Gettings Creek (2)
Cabin Creek (2)
Santiam River (2)
South Umpqua (2)
Cow Creek (2)
Manzanita (2)
Valley of the Rogue (1)
Suncrest (1)
Siskiyou (1)

Interstate 80

Rooster Rock S.P. (1)
Viento S.P. (1)
Koberg Beach S.P. (1)
Starvation Creek (1)
Memaloose S.P. (2)
Boardman (2)
Stanfield (2)

Ultimately, Sign Plazas should be erected where the TIC and the private concessionaire determine a significant traveller's need and a potential for a self-supporting operation based on advertising revenues. Consideration should also be given to the location of Sign Plazas within city boundaries, as allowed for in ORS 377.790, Paragraph (2).

* Revised 11-6-72 as suggested by the TIC.

to the telephone reservation system. The detailed requirements and most desireable system for each individual operator should be worked out on an individual basis with the telephone company, the concessionaire and the operator.

6. Radio Information System - There is a potential for the radio broadcasters in Oregon to supplement and promote the information available in sign plazas. Accordingly it is recommended the TIC work closely with the Oregon Association of Broadcasters to develop means of supplementing and promoting the Sign Plaza Travel Information Program.

7. Truck Sign Plazas - Consideration should be given to establishing separate travel information facilities at rest stops for trucks, travel trailers, camper trucks, etc. This should be done at the rest stop locations frequented heavily by this type of traveller. The information to be displayed would include the following: truck plaza locations, credit service available, type of accomodations available, location of truck parts and service facilities, services for trailers (campers Butane, sewage disposal, etc.)

* Program Time Schedule

Activity	Start	Complete
1. Sign Plaza Committee Develop Recommendation and Submit to TIC	June, 1972	October, 1972
2. TIC Research Items Suggested by Sign Plaza Committee which need Further Research (pages 3-4)	Nov., 1972	January, 1973
3. TIC Submit Guidelines to Oregon State Highway Department and Federal Highway Administration for concurrence prior to selecting Design Consultant and Concessionaire.	Jan., 1973	February, 1973
4. TIC Submit Guidelines to Design Consultants; Select Design Consultant	Feb., 1973	March, 1973
5. Design Consultant Develop Plan	March, 1973	May, 1973
6. TIC Submit Design and Guidelines to Potential Concessionaires and Select Concessionaires	May, 1973	July, 1973

	Activity	Start	Complete
7.	Council Submits Design and Concessionaire Program for Federal Highway Administration and Oregon State Highway Department Approval	July, 1973	Sept., 1973
8.	Concessionaire Sells Advertising Space to Operators and Coordinate Reservation System with Telephone Company	May, 1973	July, 1973
9.	State Highway Department Constructs Sign Plazas	Sept., 1973	May, 1974
10.	Sign Plazas Become Operational	June, 1974	

* Revised 11-6-72, As Suggested by Oregon State Highway Department

3198

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

FROM Duane O. Christensen
Supervising Design Engineer

Duane O. Christensen

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

   Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

   In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

   A contract to revise the parking areas and provide a new well has been completed.

   This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

   An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

   Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
E. S. HUNTER

NOTED
[illegible]

NOTED
W. J. HART

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence. and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellison
L. L. Wallace
D. O. Christensen
R. F. Knapp

Outline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region 111

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region 1V

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region 111

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region 111

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- (includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region 111

(a.) Water Supply (includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost (includes 20% E & C) = $83,000

7. Cow Creek SRA - Region 111

(a.) Water Supply (includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region 111

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total (Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.)

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C	= $ 3,000	
Total Cost of all improvements . (Exluding Manzanita SRA and Memaloose SRA)	=	$400,200

[illegible]

J. H. Stever
Economic and Industrial
Development Manager

Pacific Northwest Bell
421 S.W. Oak Street
Portland, Oregon 97204
Phone (503) 226-5978

Beckman -
take appropriate
action.

October 25, 1972

Mr. George Baldwin
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Attached is a proposed recommendation from our Sign Plaza Committee to the Travel Information Council.

The Travel Information Council would like to consider this proposal at its next meeting so we can have a finalized recommendation for their analysis on November 6, 1972. Therefore, I will appreciate your reviewing the attached and notifying me of suggestions or changes prior to the T.I.C. meeting.

Thank you for your assistance.

Sincerely,

JHStever
J. H. Stever
Chairman, Sign Plaza Committee

Attachment

C.C. Johnson
called in reply
to Stever
11-3-72
(fm)

RECEIVED
OCT 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Noted -
GARY L. ROSS

REPORT TO

TRAVEL INFORMATION COUNCIL

ON

PROPOSED OREGON SIGN PLAZAS

Developed By The
Sign Plaza Committee

October 1972

INTRODUCTION

The Sign Plaza Committee was formed on June 27, 1972, for the purpose of investigating alternatives and making a recommendation to the Travel Information Council on the construction, implementation and operation of Sign Plazas in existing rest stop areas and information centers within Oregon. The committee consists of a cross section of travel and related industry representatives as follows:

Lee Bishop
Oregon Assoc. Broadcasters

Bob Burns
Burns Brothers

Glen Ferris
Western Airlines

Ory Friesen
Pacific Northwest Bell

Vic Fryer
Director, Travel Info. Div.
State of Oregon

Dick Howells
Country Squire Motel

Dick Turner
Scott Montgomery
The Turner Group

Ron Kirtland
Manager, Eugene Area
Chamber of Commerce

Doug Lynch
Lynch & VanCleve Assoc.

Herb Moeller
General Manager
Ka-Nee-Ta Warm Springs

Tom McGuigan
Sales Manager
McMillan Inns

George North
Manager
Hood River Inn

Jim Stever
Econ. & Ind. Dev. Mgr.
Pacific Northwest Bell

Three committee meetings were held on June 20, August 11, and August 31, 1972. As a result of these meetings and other meetings among individual committee members, the following report was developed. This recommendation is not intended as an end in itself; but, rather it is intended to be utilized by the Travel Information Council (TIC) as a guide in the actual implementation of the Sign Plaza Program.

RECOMMENDATION

Need for Concessionaire Operations: At the outset it should be understood that the Sign Plaza Committee strongly recommends that the solicitation and operational aspects of the Sign Plaza facilities be handled by a private concessionaire. This would allow the State to avoid getting into the advertising business. And, it would allow TIC to act as the operating agency to require a percentage of the concessionaire's income to fund the program. This then, could result in the program being self supportive and the concessionaire could make a reasonable profit.

The TIC should make itself available to consider proposals by all parties who would like to consider selling advertising space, operating, and maintaining the Sign Plazas. Potential concessionaires could be given a copy of this report and an architect's design concept for developing their specific program to meet the guidelines set forth.

Need For Design and Construction Expertise: The physical design and construction procedures were weighed heavily by this committee. And, while each member had some general view of the proper design concept and construction procedure, it was the concensus of the committee that a private architectural firm should be employed for this purpose. The TIC should select a design consultant after making this report available to interested parties.

Need For Additional Research: Further research in the following areas should be conducted:

1. Potential market of advertisers - how many hotel, motel, restaurants, etc. are available, by rest stop location, to purchase advertising display space in the Sign Plazas.

2. Potential for traveller's usage of Sign Plazas - assuming billboards are removed what volume of travellers could be expected, by rest location, to utilize the Sign Plaza facilities. This should also include further research on the types of information required by the traveller.

3. Technological Advances in Display techniques: The TIC should research every new communications technique available in the travel industry. This can be done by having the TIC available to hear proposals from private companies in the communications industry. It would be desirable to integrate these new technologies with the plans presented by potential concessionaires.

Need to Establish Location Priorities: The committee feels the initial Sign Plazas should be erected in rest stops and information centers along interstate highways 5 and 80. This would involve constructing Sign Plazas at the following locations initially: (see attached map for locations)

Also Info centers etc. within Cities.

Interstate 5

Baldock (2)
Gettings Creek (2)
Cabin Creek (2)
Santiam River (2)
South Umpqua (2)
Cow Creek (2)
Manzanita (2)
Valley of the Rogue (1)
Suncrest (1)
Siskiyou (1)

Interstate 80

Rooster Rock S.P. (1)
Viento S.P. (1)
Koberg Beach S.P. (1)
Starvation Creek (1)
Memaloose S.P. (2)
Boardman (2)
Stanfield (2)

Ultimately, Sign Plazas should be erected where the TIC and the private concessionaire determine a significant traveller's need and a potential for a self-supporting operation based on advertising revenues.

Also consideration should be given to establishing Sign Plazas within Confines of Cities.

OR 3 ——

Need to Allow Advertising in all Locations by all Operators: In order to allow each facility in the state to advertise in each Sign Plaza, the committee recommends a change in the current Federal Highway Administration Regulation which only allows operators to advertise in those Sign Plazas between which his facility is located.

Elements of Sign Plaza:

1. Display Space - Space for advertising display should be of a standard size and construction, preferably a common travel agency poster size so the cost of producing such a display could be amortized over a longer production run therefore permitting a travel poster merchandising program through the travel agents in any given operator's marketing area.

2. Public Service Space - Space should be provided within the sign plaza for posting public service information such as weather conditions and forecast, road conditions, etc.

3. Graphic Symbols - a series of graphic symbols should be adopted to communicate with minimal copy the services each facility has to offer i.e., swimming, horseback riding, fishing, kitchen facilities, lounge, restaurant, etc.

4. Vandalism Protection - A means of protecting the sign plaza facilities will be required.

5. Telephone Reservation System - An integral part of the sign plaza program will be a telephone system which will allow the traveller to phone ahead for lodging, food services and other reservations. The committee recommends that a system be utilized which allows options to the individual operator. That is, depending on the volume of calls expected it might be more desirable to have a WATS line system or Commerce number system directly to the facility involved. On the other hand, some facilities now utilize a common reservation system such as the AAA program; therefore, this option should also be left open depending on the requirements of the individual operator. In any case, phone numbers should be listed on the display advertising material to relate

to the telephone reservation system. The detailed requirements and most desireable system for each individual operator should be worked out on an individual basis with the telephone company, the concessionaire and the operator.

6. Radio Information System - There is a potential for the radio broadcasters in Oregon to supplement and promote the information available in sign plazas. Accordingly it is recommended the TIC work closely with the Oregon Association of Broadcasters to develop means of supplementing and promoting the Sign Plaza Travel Information Program.

7. Truck Sign Plazas - Consideration should be given to establishing separate travel information facilities at rest stops for trucks, travel trailers, camper trucks, etc. This should be done at the rest stop locations frequented heavily by this type of traveller. The information to be displayed would include the following: truck plaza locations, credit service available, type of accomodations available, location of truck parts and service facilities, services for trailers (campers Butane, sewage disposal, etc.)

Program Time Schedule

	Activity	Start	Complete
1.	Sign Plaza Committee Develop Recommendation and Submit to TIC	June, 1972	October, 1972
2.	TIC Research Items Suggested by Sign Plaza Committee which need Further Research (pages 3-4)	Nov., 1972	January, 1972
3.	TIC Submit Guidelines to Design Consultants; Select Design Consultant	Jan., 1973	March, 1973
4.	Disign Consultant Develop Plan	March, 1973	May, 1973
5.	TIC Submit Design and Guidelines to Potential Concessionaires and Select Concessionaires	May, 1973	July, 1973
6.	Council Submits Design and Concessionaire Program for Federal Highway Administration and OSHD. Approval	July, 1973	Sept., 1973

	Activity	Start	Complete
7.	Concessionaire Sells Advertising Space to Operators and Coordinate Reservation System with Telephone Company	May, 1973	July, 1973
8.	State Highway Department Constructs Sign Plazas	Sept., 1973	May, 1974
9.	Sign Plazas Become Operational	June, 1974	

NOV 17 1971

R

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan ~~D. Merchant~~, Bridge Engr

DATE: November 10, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(-)10
Siskiyou Safety Rest Area
Pacific Highway
Jackson County

Klaboe
cy [illegible] 11-16-71

Your letter of October 20 concerning the expansion of the Siskiyou Rest Area facilities has been reviewed.

FAI participation limits for the proposed expansion are as follows:

NOTED
F. B. KLABOE

1. Construction of the new toilet building which will also house the water pumping equipment, and necessary expansion of the parking facilities are eligible for FAI participation.

2. Cost of converting the existing combination toilet building and information center to an information center is not eligible for FAI participation.

3. Credit must be received for the FAI funds expended for the construction of the original combination toilet building and information center.

11-17-71
REFERRED TO
Hall
Page

discuss, rl.

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7 Hall

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 8, 1971

Salem, Oregon

SUBJECT:

To: Roy E. Olson
Landscape Engineer

Siskiyou Safety Rest Area
Pacific Highway
Jackson County
Bridge No. 9415A

Attached are two sets of prints consisting of the following:

1) A plan of the proposed remodeling of the information building and the new toilet building.
2) A General Development Plan.
3) A Court Development Plan.
4) A Floor Plan of the existing Siskiyou Safety Rest Area Building.

Also attached are two dissertations on the proposed work to be done.

You will note that the general and court development plans do not show the proposed toilet building. Its relationship to the information building is shown on our proposal and is discussed in the attachment. Any differences of opinion on the court yard development between the two buildings can be resolved later if the general concept of the two buildings and general arrangement is approved.

This preliminary study was done as per your request of September 15, 1971, and is being forwarded to you at this time for your approval. If it meets with your approval, please secure Mr. Fryer's and any other related approvals.

Upon receiving your approval we will take action to have the proposal approved by the Federal Highway Administration.

The approximate cost of the type 10 toilet building only is $35,000 and that of remodeling the existing building as shown on our proposal is $10,000. These figures contain a 20% allowance for engineering and contingencies, and should be added to the other expansion costs to arrive at a total project cost.

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

DOC/ag
Attachments

cc: F. L. Hall
V. B. Fryer

8198

R

RECEIVED
JUL 13 1971

FOR FILING

July 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Siskiyou Safety Rest Area Expansion

A sketch plan showing proposed expansion of this rest area and a design data sheet with 1985 ADT requirements are attached.

This work consists of providing for 12 additional parking spaces, construction of a water storage reservoir, construction of additional tables, converting the present irrigation system to automatic and lawn construction.

We request design approval of the proposed expansion and eligibility of Interstate funds for construction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
C. T. Keasey

REO:vmt srb

NAME OF REST AREA Siskiyou (Expansion)

HIGHWAY Pacific M.P. 10.14 COUNTY Jackson DATE May 27, 1971

I Traffic Data

A = 20 year ADT
19 85 = 11,200 x 1.38 (Seasonal factor) = 15,456

B = Peak hour directional traffic = A 15,456 x K 0.135 x D 0.6 = 1,252
Where K = Ratio of design hourly volume to ADT (o.135)
D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 1,252 x 0.10 = 125

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,
Port of Entry - 10%

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

			Proposed
M = Total parking spaces = C x 0.5 =	62	47	59
N = Car parking spaces = M x 0.7 =	43	30	42
O = Truck parking spaces = M - N =	19	17	17

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25= 281
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (o.75)
Q = Number of persons using men's facility = P x 0.5 = 140
R = Number of persons using women's facility = P x 0.5 = 140

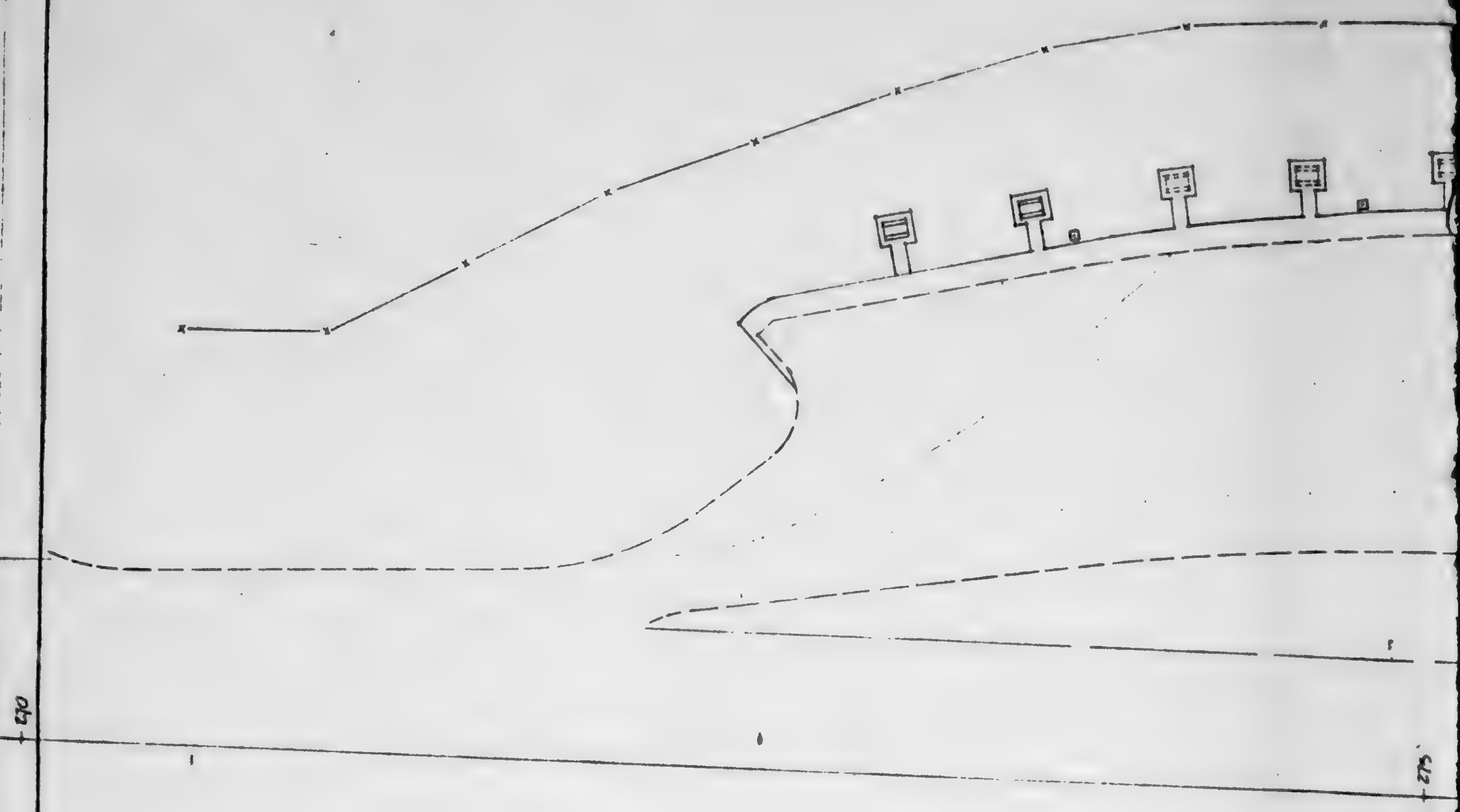
The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

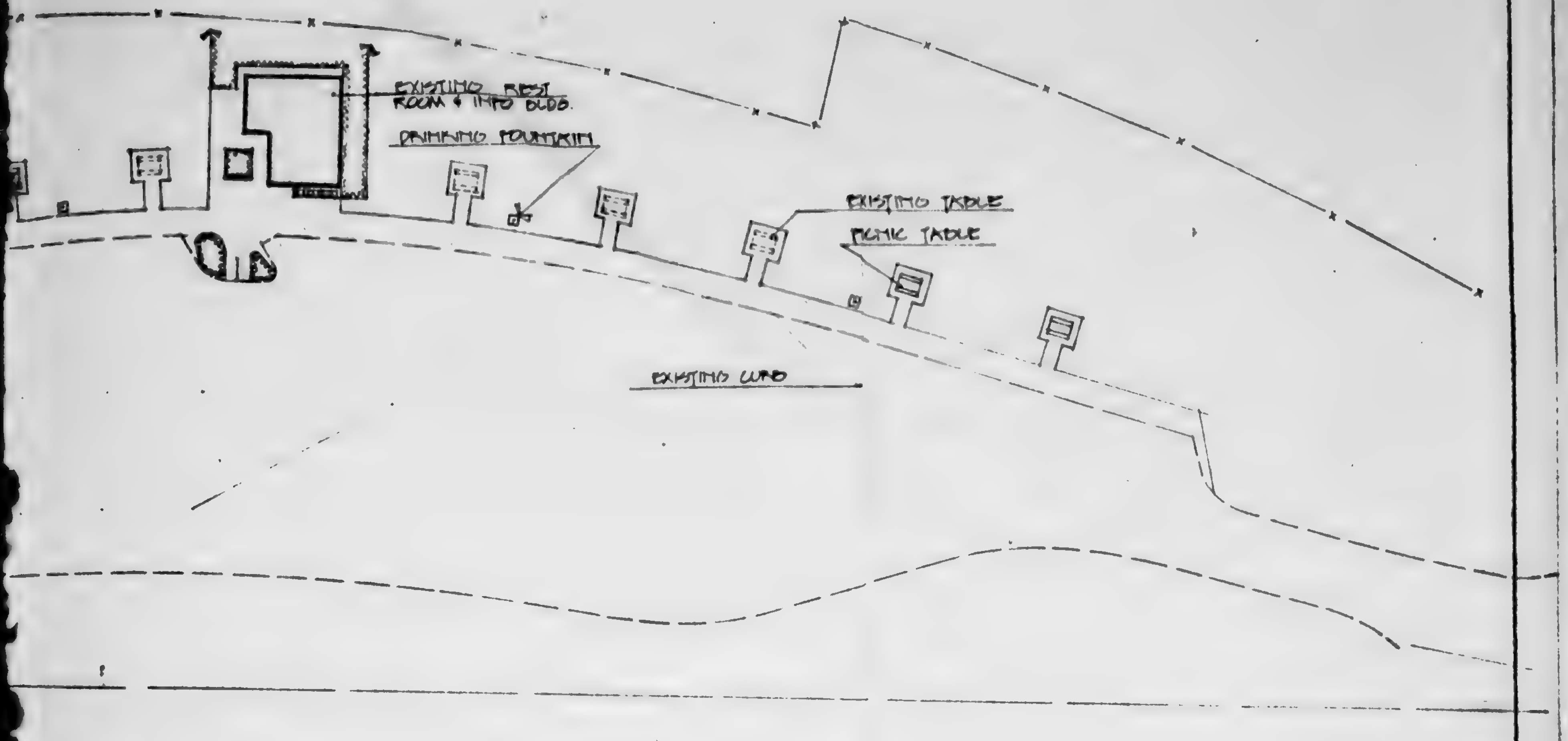
IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 25
(Factor of .3 to .5 may be used where local conditions so dictate)
T = Litter receptacles = M x .3 = 19
(Factor of .2 to .4 may be used where local conditions so dictate)
U = Drinking fountains = M x .1 = 6



PROPOSED EXPANSION
SISKIYOU REST AR

SCALE 1" = 50'-0"



ANSION :

ST AREA & INFO. CENTER

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RECEIVED
JUN 24 1971
FOR FILING

R

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

June 22, 1971

[illegible]

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Siskiyou Safety Rest Area
Clearinghouse #71.0229

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

cc: Rogue Valley Council of Governments

NOTED
TOM EDWARDS

Young
6-24-71

RECEIVED
JUN 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2198

RECEIVED
JUL 6 - 1971
FOR FILING

Chup

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson

Siskiyou Safety Rest Area
Expansion

This negative declaration is to accompany our request for approval of Federal-Aid Highway Project No. I-5-1(-)12.

LOCATION AND DESCRIPTION OF PROJECT

This proposal is based on the need to enlarge and upgrade facilities. The safety rest area is located ten miles north of the California border and is the first rest stop encountered on I-5 traveling north from California.

Average daily traffic projected to 1985 indicates the need for 42 car parking spaces and 17 trucks. The existing area has 30 car parking spaces and 17 trucks. The additional 12 car parking spaces can be provided by extension on each end without disturbing the entrance and exit ramps.

Additional work includes construction of water storage reservoir and pumping facilities, construction of picnic tables and conversion of existing irrigation system to an automatic system.

PURPOSE OF PROJECT

Rest areas have benefits beyond those accruing to travelers visiting these areas. Rest stops increase safety. Expansion of the area will help relieve overcrowded conditions and improve facilities for use of the traveling public.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The Siskiyou Rest Area also provides an information center where information specialists have a complete line of literature for the tourists, which includes maps, brochures, parks information and the latest on hunting and fishing.

The traveler entering the State can select interesting places to visit while traveling in Oregon.

1-Copy to Chase
1 " " EU

NOTED
R. D. ASBURRY

NOTED
W. H. TEBEAU
Tebeau

Mr. R. E. Simpson
June 15, 1971
Page 2

No additional property is needed for the expansion, and construction is minimal so existing vegetation will not be disturbed.

BASIS FOR NEGATIVE DECLARATION The expansion will be a benefit to the highway user by alleviating the overcrowded conditions for those who want to rest and relax for awhile or obtain information before continuing the journey. Approval of the negative declaration is requested on the basis of providing updated facilities for the enjoyment and safety of the traveling public.

We therefore submit this negative declaration as the opinion of the Highway Division staff and respectfully request your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur R E Simpson Date JUN 2[illegible] 1971
Division Engineer

SC:bb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey

RECEIVED
JUL 2 1971
PROGRAM & PLANNING
DIVISION

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JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Keahac
cy E[illegible] 6-7-71

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 4, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

6-4-71

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0226	City of Seaside	Sewage Treatment Plant Improvements $163,400	Seaside	1
71.0227	Highway Division	Santiam River Safety Rest Area $580,000	Marion County	3
71.0228	Highway Division	Gettings Creek Safety Rest Area $600,000	Lane County	5
71.0229	Highway Division	Siskiyou Safety Rest Area $ 50,000	Jackson County	8
71.0230	Highway Division	Rocky Point-Lake of the Woods Hwy. Jct. $1,100,000	Klamath County	11
71.0231	Mid Willamette Valley CAC	Senior Opportunities and Services Supplement $ 26,228	Marion and Polk	3
71.0232	Mid Willamette Valley CAA	Manpower Development $ 40,410	Marion and Polk	3
71.0233	Jackson County CAC	Mobilization of Resources $ 84,260	Medford	8

JUN 16 1971

Young 6-7-71

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 4, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0234	Benton Linn Economic Opportunity Council Mid Willamette Valley CAA	Mobilization of Resources $100,000	Marion, Polk Benton, Linn	3, 4
71.0235	Development Opportunity, Inc.	Manpower Development $ 80,000	Clackamas County	2
71.0236	Coos, Curry, Douglas Economic Improvement Association	Economic Improvement Program $ 60,000	Coos, Curry and Douglas Counties	6, 7
71.0237	Highway Division	Memaloose Safety Rest Area $400,000	Wasco County	9
71.0238	Highway Division	Cabin Creek Safety Rest Area $470,000	Douglas County	6
71.0239	City of Corvallis	South Corvallis Park $ 14,000	Corvallis	4
71.0240	Board of Education	State Plan Review - ESEA Title III - Innovative and Exemplary Programs $1,304,634	Statewide	
71.0241	Board of Education	State Plan Review - Vocational Education $4,350,435	Statewide	
71.0242	Oak Lodge Sanitary District	Sewage Treatment Plant Modifications $840,200	Oak Lodge	2
71.0243	Eastern Oregon Community Development Council	Citizens for Progress through Law $ 36,674	Baker, Union	13

8198

R
K

RECEIVED
MAY 28 1971
FOR FILING

May 28, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 8	Siskiyou Safety Rest Area
Federal-Aid Interstate	Pacific Highway, I-5, Jackson Co.

The estimated date of filing for federal-aid funds on this project is August 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
George Thorton
C. T. Keasey

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Siskiyou Safety Rest Area
Pacific Highway, I-5
Jackson Co.

May 27 19 71

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Eight (8) City ---

County Jackson Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 46,200
Loan ...... Grant X
Local Applicant Share (----)
(if any) $ ----
State Agency Share $ 3,800
Other (Specify) $ ----

Total $ 50,000

Source of State Agency Share
General Fund $ ---
Other Funds (specify) $ 3,800 Highway

Indirect Cost Reimbursement
No X Yes ...... $ ...... (Approx)

Will Federal share change: No X
Yes, from ...... % to ...... %
When ......

5. **Period Covered by Projects**

Beginning date September, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 6 mo.

Approximate ending date March, 1972

Will renewal be requested? Yes ______ No X

6. **Estimated Application Filing Date** August 1, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

SISKIYOU SAFETY REST AREA, Pacific Hwy., (I-5), Jackson County.

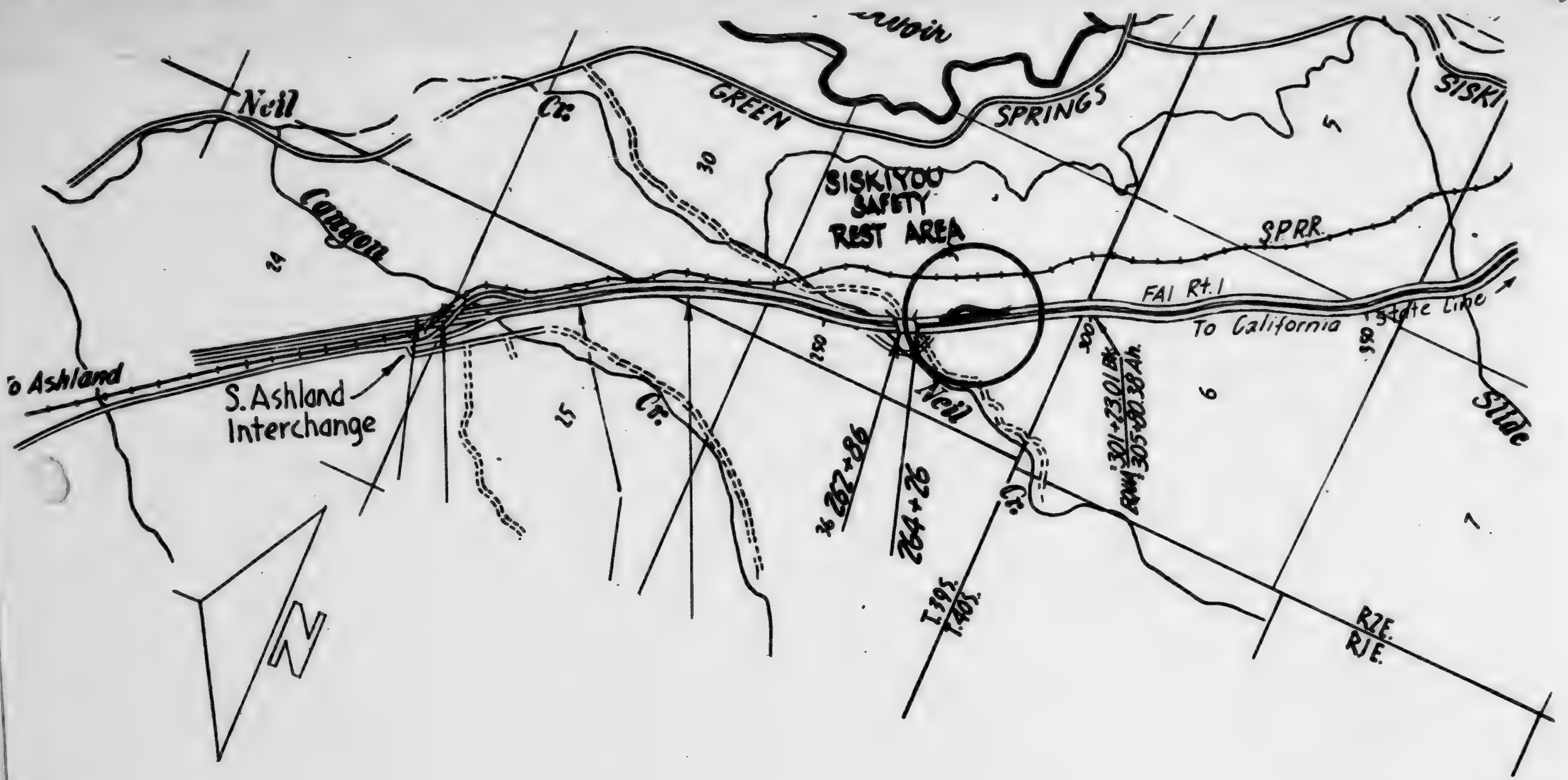
This project will consist of preliminary engineering, grading, paving, and incidental work necessary to improve the facilities at this safety rest area.

Details of construction as follows:

Work consists of providing for 12 additional parking spaces, construction of water storage reservoir and pumping facilities for potable water and irrigation supply, construction of additional tables, and convert present irrigation system to automatic lawn sprinkling.

This project is related to the "Goals for a Livable Oregon" by the up-dating of the existing safety rest area to accommodate more traffic capacity.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Landscape Section

SISKIYOU SAFETY REST AREA

PACIFIC HIGHWAY · I-5
JACKSON COUNTY

8199 N. Wolf Cr Intchge-Sunny 1975
Valley Intchge Sec on Pac Hwy.
(Paving, guardrail & sign)

PHONE: 472-4153
AREA CODE 503

8

7111

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 19, 1979

FILE: CON 5 #8199

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: N. Wolf Creek Int.-Sunny Valley Int.
FAP No. I-5-2(82)72
Contract No. 8199
Recomputed Price Adjustment For
Non-Spec. A.C. Mixtures

The price adjustment for acceptance of non-spec. Class "B" or "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item		Amount P.A. #11	Recomputed Amount
#16	Class "B" or "C" A.C. Mix	$4,975.25	$5,735.80
#17	Class "E" A.C. Mix	-0-	2,652.48
	Total	$4,975.25	$8,388.28

The difference in amounts is $3,413.03. The amount to be credited to the project on a nonparticipating basis is $1,706.52.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
Ron Busey
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENG
APR 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

8199

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

January 16, 1979

Ron Busey, Resident Engineer
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Recapitulation
Contract #8060, #8146, #8190, #8199

Dear Sir:

Congratulations!! It appears that the figures forwarded under your letter of January 8, 1979 are reasonably correct. We are willing to accept the 6.685 additional tons of payment for these four referenced projects.

Unless you hear to the contrary, we will assume your tack figures are correct. It seems that there is a possibility that we have a dispute with the oil company as to the return of a load. We will advise you if we feel there should be an additional adjustment.

We still feel that the Highway Division spent 2½ years in finaling these figures. After you sent us the complete set of plant reports for these projects (the contractor did not receive copies), it took approximately one hour to confirm your calculations. We sympathize with you for having to be the engineer remaining to compute this matter when it could have been so easily handled during the progress of the work. As we indicated to you, Mr. Gix, Mr. Keasey, and others attending the recent Salem meeting, the administration of construction contracts by the Highway Division during the past three years has been at a low ebb.

Hopefully, this 1975 project can now be finalized.

RECEIVED
JAN 17 '79
REFER TO

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: H. S. Coulter
Carroll Keasey

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

November 28, 1978

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR
Info Inves [illegible] D.R Sign Act File

Ronald V. Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Payment
Contracts #8146, #8060, #8190 & #8199

Dear Sir:

The following is in response to your calculations of September 11, 1978:

AR Asphalt	State Figures	Our Figures
Used	26,013.035 tons	26,013.035
Rejected	190.67	-0-
Tons Payable	25,822.365	26,013.035
Total Paid	25,796.530	25,796.530
Net Due	25,835	216.505
Tack		
Net Due	(2.79)	23,734

The 190.67 tons of AR and the difference in tack quantities is the dispute area.

In order that these areas be settled, we ask that you furnish the following information:

1. Documentation supporting the 190.67 tons of reject. Your recent figures do not address themselves as to how this figure was calculated and how the figures used in the calculations were generated.

Ronald V. Busey, Resident Engineer
November 28, 1978
Page 2

2. You refer to "tack returned to stock" and "ending inventory". We would like any invoices and other documents or reports you may have to support this. We have none.

In the event that you cannot support these calculations we would maintain our demands as requested. These projects were started in 1974 so your prompt attention is requested.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson B. Page

EBP:ca

RECEIVED
[illegible]
NOV 30 '78
REFER TO
FOR

☆U. [illegible] VERNMENT PRINTING OFFICE: 1974—73[illegible]-628

STATE COPY

8

CC:
OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 2-7-78	REPORT MADE BY Vincent J. Tabor, Assistant Area Engr		PROJECT NO. I-5-2(82)72
COMPLETION DATE 7-30-76	ACCEPTANCE DATE BY CONTRACT AGENCY 10-5-77	TIME ELAPSED $\frac{325}{325}$ = 100 %	CONTRACT TIME 325 days
APPROVED EXTENSIONS None	LOCATION Interstate 5- Sunny Valley Interchange, North 5.2 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. WOLF CREEK INTERCHANGE-SUNNY VALLEY INTERCHANGE SECTION
PACIFIC HIGHWAY

This project provided for safety revisions to slopes, signing, guardrail, median barrier, minor drainage structures, etc. to bring the roadway up to present Interstate standards; and the placing of a high-type pavement overlay on the existing facility.

The original overall cost of this work was estimated at $1,774,840, and the final amount is estimated at $1,578,147 - an underrun of approximately twelve percent.

The PR-47, Materials Certification, and Final Estimate have been received, and the project is considered satisfactory for final acceptance.

3-17-78

RECEIVED
STATE HWY ENGR
MAR 1 [illegible]
REFER TO

COPY [illegible]
MAR 16 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE 3-3-78	TITLE Field Operations Engineer DATE 3-6-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8199-17

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARDS: *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 22 5 23 24 25 8 9 27 28 12 30 13 31 15 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE Oregon	COUNTY Josephine		FEDERAL PROJECT NO. I-5-2(82)72		URBAN RURAL X
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6201		May 29, 1975
20	FINAL CONSTRUCTION COST	DOL.	1,455,859		DATE COMPLETED June 30, 1976
21	LENGTH OF PROJECT	MILES	5.208		TOTAL NO. BRIDGES -

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 26,521	GROSS EARNINGS 275,038	

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	676,662
	9	PETROLEUM PRODUCTS	GAL.	143,836
	1	CEMENT	BBL.	1,100
CARD C	2	AGGREGATES PURCHASED	TON.	
	92		CU. YD.	5
	3	BITUMINOUS MATERIAL	GAL.	850,000
	4	LUMBER	THOU. BD. FT.	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	4,575
	8	STRUCTURAL STEEL	LB.	2,400
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	24
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15	AGGREGATES PRODUCED	TON	60,000
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	3,100
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	64,384
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	20,512
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	42
		8	246
		12	114
		18	8
CARD J	13	CONCRETE PIPE	
		24	34
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

CARD G: *Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* 48 52 53 61 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural [illegible] work within an urban area [illegible].

All figures should be [illegible] for reasonableness by State highway department and [illegible] engineers. The total [illegible] and gross earnings should be [illegible] construction amount. Also the quantities of [illegible] reported should be reasonable with respect to the [illegible] and with respect to the quantities of other materials. [illegible] if a large quantity of [illegible] ready mixed concrete, an [illegible] omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also include costs of equipment [illegible] overhead and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In [illegible] case [illegible] that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible] and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc. are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included [illegible] for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8199

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 30, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contracts 8146 and 8199

These contracts have been finalled. The $35,000.00 deposited on 8146 and $40,000.00 on 8199 may be released or transferred to other projects.

Please notify this office as to the disposition of these deposits.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

October 19, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On October 10, 1977, we wrote to you concerning release of final payment on Contract No. 8199 awarded to J. C. Compton Co. for work on the N. Wolf Creek Interchange-Sunny Valley Interchange Section of the Pacific Highway in Josephine County.

Final payment on this contract is $5,952.49 and the total contract amount is $1,447,916.72 including $8,609.72 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
P. O. Box 1633
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8199

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

Contract	Prior Allocation Amount	Prior Allocation Rec.#	Amount of Change	New Allocation Amount	New Allocation Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary					
	$ 25,000	146108	-0-	$ 25,000	146108
	100,000	146129	-0-	100,000	146129
	73,000	150120	-0-	73,000	150120
	100,000	150202	-0-	100,000	150202
	285,000	150291	(285,000)		
	-0-		62,500	62,500	152162
	$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

[illegible]
C.W. HEAD

8199

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

J.C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

Attention: Allen Hay

Re: Contract 8199

Retainage requirements on this contract have been reduced to $40,000. You presently have $72,000 deposited in lieu of retainage on this project. $32,000 may be released or transferred to other contract.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By ____________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Peggy J. Mathews, Gen. Loan Officer

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8199

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

NOTED
C. W. HEAD

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150291

DATE Jan. 10, 1977

Branch McMinnville No. 17

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8333	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

18-860 7/73

8199

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150247

Branch McMinnville No. 17

DATE 9/29/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of

Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 270020 dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of Cert. No. ZSX 256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives [illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges [illegible] of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8199

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8199

1 5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $ 287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(98,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8199 13

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NORTH WOLF CREEK INT.- SUNNY VALLEY INT.	WEEK ENDING: August 7, 1976	SECTION PREFIX: 617-1080
HIGHWAY: Pacific	COUNTY: Josephine	
NAME OF JOB: NORTH WOLF CREEK INTERCHANGE - SUNNY VALLEY INTERCHANGE	KIND OF WORK: Paving, Guardrail and Signing	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 8199	FEDERAL AID PROJECT NUMBER: I-5-2(82)72
DATE OF CONTRACT: May 23, 1975	DATE WORK STARTED: May 29, 1975	ESTIMATED COMPLETION DATE: July 30, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 325	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $1,774,839.54	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,648,628.73	ENGINEERING AUTHORIZATION: $126,210.81	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,566,931.38	ENGINEERING COST TO DATE: $	DATE PROJECT WAS COMPLETED: July 30, 1976
ESTIMATED PERCENT: UNDERRUN 5 %	PERCENT OF AUTHORIZATION: %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE GRADING	OIL AND/OR PAVE. "E" MIX SURFACING	MAT'L. PROD CONCRETE MEDIAN BAR.	GUARDRAIL	PAVING
MILES IN PROJECT				5.2	1.27	11.06	5.2
MILES PARTIALLY COMPLETED							
MILES COMPLETED					1.27	11.06	5.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,835	14,700.ton	XXXX6681	58,475	46,000 ton
TOTAL QUANTITIES CORRECTED TO DATE			1,835		6,681	57,688.5	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,835		6,681	57,688.5	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 1 flatbed truck, 1 pickup, 1 blade, 1 belly dump truck, 1 roller, 1 broom, 1 distributer.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6493 Deck seal	6493A Deck seal	9440 Deck seal	9440A Deck seal		9337 Pave dam	6493 Pave dam	6493A Pave dam
PERCENT	100	100	100	100		100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Rain			
MONDAY 2	Cloudy			
TUESDAY 3	Overcast			
WEDNESDAY 4	Rain			
THURSDAY 5	Partly cloudy			
FRIDAY 6	Rain			
SATURDAY 7				

RECEIVED
Bond
Jackmond
AUG 1976
Harwood
Johnson
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No activity.
MONDAY 2.	Paving crew feathering off the edges of "E" mix where abrupt dropoff is of excess height by applying more A.C. mix.
TUESDAY 3.	J. C. Compton Co. completed feathering of "E" mix pavement edges.
WEDNESDAY 4.	No activity.
THURSDAY 5.	No activity.
FRIDAY 6.	No activity.
SATURDAY 7.	No activity.

REMARKS

Extra work completed. Construction signing yet to be removed.

SIGNED Ronald V. Busey LOCATION Grants Pass.
Ronald V. Busey, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8199

**OREGON STATE
HIGHWAY DIVISION**

July 23, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150219 covering TCD 25661, $386,000. This renews TCD's 251341, $357,000 and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/5	$5,000
Clackamas SD #28, 176/80	5,000
Salem Hts. Water Dist., 265/67	3,000
Alto Park Water, 22/3	2,000

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD from that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by ______________________
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

bc: CW Head
R. Church
C. Barrett

E-123

8199

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

ficate
be released
J. C.
Compto

$337,000.00 U. S. Bank Sa
#251341 dtd 6-15
J. C. Co

1976
DISPOSITION OF PROCEEDS
CR. CKNG. Acc't
CR. SVNG. Acc

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

For The Account of Oregon State Highway Division

150212

DATE June 15, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

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be released
J. C.
mpton Co.
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rom Oregon
tate Highway
ivision

$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621) in lieu of retainage for

job #8146	$21,000
Job #8059/60	$192,000
Job #8199	$55,000
Job #8222	$39,000
Job #8236	$30,000

RECEIVED
JUN 18 1976
CONTRACT ACCOUNTING

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-380 7/72

Customer Copy

8199

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By ______________________
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton , Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of J. C. Compton, Co. Endosed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8222	10,000
8236	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-869 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150120

Branch McMinnville No. 17

DATE May 7, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton, Co.

State of Oregon County of Lincoln City of Newport 1976 Improvement Bond.
5.50% dated April 1, 1976 number 14/25 due April 1, 1978
number 26/37 due April 1, 1979, number 38/49 due April 1, 1980, number 50/61 due April 1, 1981, number 62/73 due April 1, 1982,
5.30% number 74/86, due April 1, 1983.

Total $73,000.00

in lieu of retainage for job #8146

Funds in the certificate to be released to J. C. Compton Co. only up written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150122

Branch McMinnville No. 17

DATE May 14, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

unds in these
ertificates
o be releas-
ed to XXXXXXXX
J. C. Compton
Co. ly upon
ritten notice
to disburse
rom Ore. St.
wy. Division

$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ¢t. of dep 5.0% #238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton Company endorsed by J. C. Compton Co.(renewal of cft. XXX #238482) Retainage for $50,000 job XXX#8059/60 $25,000 job #8236 X$25,000 job #8222

$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0% #238643 dtd May XX 14, 1976 due June 14, 1976 in name of J. C. COmpton Company endorsed by J. C. Compton co. (renewal of cft. #238483) Retainage $25,000 job #7860 XXXXXXX $35,000 job #8199

f the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-288 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MCMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

8197

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-166
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 5 76 STATE COPY

orm Approved; O M B No. 04-R2089

State: Oregon

County: Josephine

Project Number: I-5-2(82)72 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,726,048	$ 1,726,048
Federal funds	$ 1,592,797	$ 1,726,048
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 9, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $133,251.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

for G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

orm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-91	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6. 9 75	STATE **Oregon** COUNTY **Josephine** PROJECT NO. **I-5-2(82)72 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Sunny Valley Intchge., N. 5.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-75	5.208
OTHER *(Specify)*		

FUNDS **Pro Rata 92.28%**

ESTIMATED TOTAL COST OF PROJECT $ **1,726,048**	FEDERAL FUNDS $ **1,592,797**

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for **G. L. Green**

Date executed by Division Engineer JUN 9 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 4, 1975

Federal-aid Project
No. I-5-2(82)72 Safety

N. WOLF CR. INTERCHANGE-SUNNY VALLEY INTERCHANGE SECTION PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. 667+00 thru Equa. 714+61.46 Bk. = 209+77.09 Ah. to Sta. Ls 436+00)

Furnishing Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required (75%)		89,375.00
Temporary Protection and Direction of Traffic	All	Required (75%)		11,250.00
Aggregate Shoulders	12,000	ton	5.15	61,800.00
Class "B" or Class "C" Asphalt Concrete Mixture	46,000	ton	7.00	322,000.00
Class "E" Asphalt Concrete Mixture	14,700	ton	8.00	117,600.00
Asphalt Cement in Mixture	4,020	ton	80.00	321,600.00
Portland Cement Additive in Class "E" Mixture	150	ton	60.00	9,000.00
Asphalt in Tack Coat	40	ton	125.00	5,000.00
Membrane Waterproofing, Bridge #6493	1,014	sq.yd.	5.20	5,272.80
Membrane Waterproofing, Bridge #6493A	1,047	sq.yd.	5.20	5,444.40
Membrane Waterproofing, Bridge #9440	745	sq.yd.	5.20	3,874.00
Membrane Waterproofing, Bridge #9440A	776	sq.yd.	5.20	4,035.20
Paving Dam	33	lin.ft.	65.00	2,145.00
Expansion Joint and Paving Dam, Bridge #6493	30	lin.ft.	70.00	2,100.00
Expansion Joint and Paving Dam, Bridge #9337	94	lin.ft.	79.00	7,426.00
				$ 969,872.40

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,500.00
Temporary Erosion Control	All Required	2,500.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 7,600.00

Subtotal	$ 977,472.40
Engineering	97,746.60
Total	$1,075,219.00

Type Code 6201
Roadway Safety (Sta. 667+00 Thru Equa. 714+61.46 Bk. = 209+77.09 Ah. to Sta. Ls 436+00)

Mobilization	All	Required (25%)		$ 29,775.00
Temporary Protection and Direction of Traffic	All	Required (25%)		3,750.00
Temporary Signs	1,065	sq.ft.	5.00	5,325.00
Temporary Barricades	30	only	50.00	1,500.00
Temporary Plastic Safety Markers	40	only	90.00	3,600.00
Flagmen	960	hour	14.00	13,440.00
Oversize Advance Construction Signs	1	only	3,000.00	3,000.00
Removal of Structures and Obstructions	All	Required		22,500.00
General Excavation	1,835	cu.yd.	6.00	11,010.00
Granular Embankment	60	cu.yd.	10.00	600.00
Gravel Ditch Lining	250	cu.yd.	5.00	1,250.00
Trench Excavation	155	cu.yd.	10.00	1,550.00
Watering	250	M-gal.	7.00	1,750.00
6-inch Culvert Pipe	50	lin.ft.	5.00	250.00
8-inch Culvert Pipe	300	lin.ft.	8.00	2,400.00
12-inch Culvert Pipe	120	lin.ft.	12.00	1,440.00
15-inch Culvert Pipe	12	lin.ft.	15.00	180.00
24-inch Culvert Pipe	90	lin.ft.	20.00	1,800.00
Concrete Inlets, Type G-1	19	only	400.00	7,600.00
Concrete Inlets, Type G-2MA	11	only	500.00	5,500.00
Concrete Inlets, Type M-E	2	only	700.00	1,400.00
Concrete Inlets, Special	1	only	1,000.00	1,000.00
Guard Rail, Type 2A	49,100	lin.ft.	4.50	220,950.00
Guard Rail, Type 2A with Channel Rail	9,000	lin.ft.	10.05	90,450.00
Guard Rail, Type 3	375	lin.ft.	11.10	4,162.50
Extra for 9-foot Posts	35	only	38.00	1,330.00
Guard Rail Anchors, Type 1	6	only	335.00	2,010.00
Guard Rail Anchors, Type 2	24	only	310.00	7,440.00
Extra for Guard Rail Bridge Connections	5	only	320.00	1,600.00
Rail End Pieces, Type A	15	only	14.00	210.00
Rail End Pieces, Type C	7	only	125.00	875.00
Extra for Asphalt Paved Rock Surfacing Slopes	7	only	150.00	1,050.00
Concrete Barrier	6,685	lin.ft.	11.65	77,880.25
Paved Culvert End Slopes	85	sq.ft.	10.00	850.00
Drainage Curbs	16,520	lin.ft.	1.50	24,780.00
Loose Riprap, Class 50	10	cu.yd.	25.00	250.00
Guide Posts	240	only	11.00	2,640.00
Adjust Inlets	34	only	250.00	8,500.00
Reconstruct Inlets	10	only	350.00	3,500.00
Roadside Seeding and Mulching	3	acre	665.00	1,995.00

Signing

Removal of Existing Sign Installation	All Required		1,100.00
Painted Wood Sign Posts	All Required		1,300.00
Sign Support Footings	All Required		3,000.00
Breakaway Sign Posts	All Required		10,000.00
Exit Number Sign Supports	All Required		1,000.00
Type "A" Signs in Place	70 sq.ft.	17.00	1,190.00
Type "D" Signs in Place	60 sq.ft.	8.00	480.00
Move and Modify Existing Signs	All Required		2,500.00
	Subtotal		$ 591,662.75
	Engineering		59,166.25
	Total		$ 650,829.00

Length of Project - - - - - - - - - - - -	5.208 Miles
Cost of Roadway (Paving) Per Mile - - -	$206,455.26
Cost of Roadway (Safety) Per Mile - - -	$124,967.16

Retained in Program Status

Median Barrier Connection (Sta. 667+50)	All Required	$ 1,000.00
	Engineering	100.00
	Total	$ 1,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,075,219.00	$ 992,212.00	$ 83,007.00
Roadway Safety	650,829.00	600,585.00	50,244.00
Subtotal	$1,726,048.00	$1,592,797.00	$133,251.00
Retained in Program	1,100.00	1,015.00	85.00
Total	$1,727,148.00	$1,593,812.00	$133,336.00

Group 1 - 100%

Contract No. 8199

Prefix No.: 617-1080

N. WOLF CR. INTERCHANGE-SUNNY VALLEY INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$7,500.00

8199

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #146007 for $125,000.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

96497

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

For The Account of

Oregon State Highway Division

96

DATE April 22, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each

Retainage for	$70,000	job #8146	Funds in these bonds to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division
	30,000	#8236	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

1-265 7/72

Branch Record Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

For The Account of

Oregon State Highway Division

97

DATE April 22, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

Retainage for	$19,000	job #8059	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
	19,000	#8060	
	8,000	#8199	
	4,000	#8222	

The securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

7/72

Branch Record Copy

8199

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

April 12, 1976

94

Finance Branch Re: J. C. Compton Co.
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

94

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146120

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

PHOTOCOPY

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#238482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8236 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206044)
Retainage $25,000 job #7860 $35,000 job #8199

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-009 7/73

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146121

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of • Oregon State Highway Division

PHOTOCOPY

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#238478 dtd 3-30-76 due 4-29-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. ~~XXXXXXXXXX~~ (reissue of #4 213844)
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities co[illegible] form, they may be [illegible] definitives or if the same mature or are called for payment, they may be [illegible] without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof [illegible] any options or privileges inuring to the owners of any [illegible] instructed in writing by the owner.

NOT NEGOTIABLE

009 7/73

Customer Copy

8199

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

US BANK

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146114

Branch McMinnville No. 17

DATE 3-26-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for

job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/75

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146116

Branch McMinnville No. 17

DATE 3-30-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76 due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-260 7/72

Customer Copy

8199

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8199 & 8236

We received your safekeeping receipt 146108 covering Klamath Co. S.S. general obligation bonds 1976, $25,000 to be deposited in lieu of retainage on contracts 8199 & 8236 with J.C. Compton Co. We have asked the State Treasurer's office to return bonds totalling $20,000 to the contractor and to cancel their safekeeping receipts 1618 and 1619.

The net effect of these transactions is a $5,000 increase in the amount deposited in lieu of retainage on contract 8236.

Vernon E. Skoog, Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

bc: ~~C.W. Head~~ R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146108 84

Branch McMinnville No. 17

DATE 3-17-76

For The Account of • Oregon State Highway Division

RECEIVED
MAR 22 1976
[illegible]

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000 Klamath County School District General Obligation Bond, 1976 dtd 2-1-76 due 2-1-83 4.80% #302/6 with 8-1-76 and sca ($5,000 each)

in lieu of retainage for job	#8199	$10,000
	#8236	15,000

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-203 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 17, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146108 covering $25,000 Klamath County School District General Obligation Bonds, 1976. This is in lieu of retainage for job #8199 $10,000 and #8236 $15,000.

These bonds are to replace bonds on your safekeeping receipts #1618/19. The bonds under these receipts which are Jackson County School District #9 and Linn Union High School District #8, are to be returned to the J. C. Compton Co.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

copy to Treasurer approving release of above bonds
3/24/76 JP

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8199

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

Form 81-734-3122

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc:	C. W. Head	R. Church
	J. Bond	C. BArrett
		File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

RECEIVED
FEB 2 - 1976
CONTRACT ACCOUNTING

DATE 2-19-76

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certificat
to be released to J. C.
Compton Co. only upon
written notice to disburs
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature [illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back [illegible] by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8199

1

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: J. Bond C. W. Head
C. Barrett R. Church

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

Customer Copy

NOT NEGOTIABL

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for $32,000 job #8059/60 37

$32,000	job #8059/60
15,000	8236
70,000	8146
8,000	8199

funds in this certificate to be released to, J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-288 7/72

Customer Copy

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146069

Branch McMinnville No. 17

DATE 1-8-76

For The
Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909)
Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922)
Retainage for $50,000 job #8059/60
$25,000 job # 8236 $25,000 job #8222

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if they mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printe[illegible] hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-260 7/72

Customer Copy

8,199

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

November 7, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipts 146039 covering TCD 4 195973, $125,000 and 146038 covering Multnomah County School District #4, Bonds #139/41, $15,000 to be applied in the following manner on Highway contracts with J. C. Compton Co.

Contract	Amount
8059/60	32,000
8146	70,000
8199	8,000
8236	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: C. W. Head R. Church
J. Bond C. Barrett

E-123

8199

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING   SALEM, OREGON   97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

We have received your safekeeping receipt 146007 covering City of Lake Oswego G. O. bonds, $~~35,~~000 36,714.63, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds -----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds -----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds -----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)	
$25,000	U.S.Bank Time Certificate of Deposit	Job #~~7860~~ 8059 & 8060
35,000	U.S.Bank Time Certificate of Deposit	Job #8199
$60,000	(covered under our S/K Receipt #146008)	

Very truly yours,

James D. Cline

James D. Cline
Vice President and Manager

RECEIVED
OCT 01 1975
Contract Acctg.

Encl.

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146007

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975, Nos. 2 thru 8, @7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146, $2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

~~U. S. Bank~~

DEPOSITED BY J. C. Compton Co.

$60,000.00

5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 Payable to/and assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75.

J. D. Compton Co

(In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-268 7/72

Customer Copy

14

8199

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

N

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3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

Y

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1618

Received for Account of J. C. Compton Company

Date August 15, 1975

Address P. O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Jackson County School Dist #9 Eagle Point G. O. Bonds Due 3-1-76 4.50%	101-102	2	5,000.				$10,000.00
							$10,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8199

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

2

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1618

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Jackson County School Dist #9 Eagle Point G. O. Bonds Due 3-1-76 4.50%	101-102	2	5,000.				$10,000.00
							$10,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8199

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy Cashier~~

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

8199

U. S. DEPARTMENT OF TRANSPORTA— FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. I-5-2(82)72

STATE PROJECT NO. North Wolf Creek-Sunny Valley Interchange

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I 818

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 23, 1975	April 23, 1975	Interstate Route I-5
		STATE ROUTE NUMBER
		Pacific Highway Route No. I

GENERAL LOCATION:
I-5, Sunny Valley Interchange North 5.2 miles

F. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping	3,500
Temporary Erosion Control	2,500
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-5-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 4-30-75

SIGNATURE OF APPROVING OFFICIAL C R Burghardt fa.

TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8/79

I-5

Salem, Oregon
April 25, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

N. Wolf Creek Int.-Sunny Valley Sec.
Pacific Highway
Josephine County

J. X. Wilson
Region III Construction Engineer

We were unable to make arrangements for the maintenance to acquire the excess guard rail on the project as a part of the contract.

I was informed of the intent to acquire the excess guard rail when it was too late to include this in the contract.

You may, however, be able to negotiate a reasonable arrangement with the contractor for the excess guard rail.

We will endeavor to handle the guard rail salvage item earlier in the preparation of plans for future projects.

RECEIVED
APR 28 1975
ROAD DESIGN SECTION

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FE:we
cc: Fred Eriksen

8199

4-22-75

2

Transaction No. 4-124

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-22-75
BY (Signature) L. W. Rulien's April 15, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 818 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
818	I-5-2(82)72	5.2	2,080,000	1,919,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
North Wolf Creek Interchange-Sunny Valley Interchange Section. Josephine County - State of Oregon	Grade, drain, high type pavement and sign

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

4-25-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-22-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

.8199

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project I-5-2(-)73
North Wolf Creek Interchange-Sunny Valley Int.
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 17 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G.Potter)

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR
Info | Inves | R.D | D.R | S.R. | Act.

4-18-75

Rulien - Please handle.

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 10, 1975

A. PROJECT IDENTIFICATION I-5-2(-)73

Name of Project North Wolf Creek Interchange-Sunny Valley Interchange (Section)

Location of Project Pacific Highway (Highway Name) I-5 (Highway No., US - ORE)

--- (City) Josephine (County) III (Region)

Program FAI (Funding) $2,500,000 (Estimated Cost) 617-1995-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Safety and Overlay

Origin and History: I-5 Safety Program

C. DESCRIPTION OF PROJECT

Length 5.2 Miles

Termini As Above

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY [illegible]
3
NON-MAJOR

(Form (1) 9-74)

This project (617-1995) and the section adjoining on the north (617-1996) are essentially identical in nature. The work items are similar as is the general topography and culture. The details vary in degree only and work will be within the existing highway right-of-way. None of the existing structures will be modified and no new structures are planned. Paving and other roadwork will be done in such a way as to not seriously affect normal traffic movements. No adverse impact is anticipated on adjacent properties.

Due to the volume of priority projects established for this program it is anticipated that paving materials will be secured from commercial sources. Standard specifications for environmental protection and restoration of such source areas will be a part of the construction contracts.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None.

Typical Section Same as existing.

Structures None.

Characteristics (ADT) 9,800

Other General Information (or Supplemental information to items)

Small amount of earthwork material for drainage control will come from within existing right-of-way.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Terrain is rough mountainous with numerous small streams. A low pass of approximately 1,700' elevation and many curves makes winter driving hazardous at times.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

A few small communities with tourist services and supplies are found along this section.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None.

Consequences:

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

According to Chapter I of Title 23 CFR, Part 771.9, this project is deemed a non-major action.

8199

R

April 15, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(82)72

We are submitting program data for one project, Item No. 818, Project No. I-5-2(82)72, "N. Wolf Creek Intchge.-Sunny Valley Intchge. Section," which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project on May 15, 1975.

Enc.
CL:pr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-15-75

Budget Bureau No. 41-R2067; Ap

U.S. DE

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	I-5, Sunny Valley Intchge., N. 5.2 mi. 21 65		10,000	17,100 (66) (70)	95 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHYR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr., Dr., H.T. Pave. & Sign 28 62	(63) (65)	(63) (66)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 I- 23	7 5-2

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Interstate	Josephine	033 (14)

NAME OF URBAN AREA 17-21 ---

ROUTE NO. I FEDERAL-AID I-5 (32) STATE 1 (36) (37) U.S. I-5 (41

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5, Sunny Valley Intchge., N. 5.2 mi.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"N. Wolf Cr. Intchge.- Sunny Valley Intchge. Sec."	5.2	2,080,000	1,919,000	161,000	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			5.2	2,080,000 (16) (23)	1,919,000 (24) (32)	161,000	
1	14	PROGRAM APPROVAL DATES						

REMARKS

G
w
4-
R.
16
Saf
roa
gua
bar
age
app

RO
Acc
Par
C

Additional Data: Items Nos. 352, 35
589, & 735. Project Nos. I-5-2(31),
(48), (63) & (74).

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-15-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Sunny Valley Intchge., N. 5.2 mi.	ADT	10,000	17,100	95	10	Oregon	41	042	818

OSED WORK (35 typewriter	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	
T. Pave. & Sign								

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
I-	5-2	(82)	72

UNDS: Interstate

A: ---

COUNTY NAME: Josephine CODE 033

ROUTE NO. I

FEDERAL-AID	STATE	U.S.
I-5	1	I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Sunny Valley Intchge., N. 5.2 mi.						Gr., Dr. & Overlay with H.T. pave. 4-12' lanes with 10' R. & 6' L. Shldr. & 16' min. median. Safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances. ROW - 250' min.; Access control-Full; Parking restrictions-Complete.
ROW								
CONST (CODE) (Safety) 6201		"N. Wolf Cr. Intchge.-Sunny Valley Intchge. Sec."	5.2	2,080,000	1,919,000	161,000		
		PROJECT TOTALS	5.2	2,080,000	1,919,000	161,000		

D BY

APPROVAL DATES

REMARKS

Additional Data: Items Nos. 352, 356, 370, 379, 405, 589, & 735. Project Nos. I-5-2(31), (33), (37), (42), (48), (63) & (74).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

N. WOLF CREEK INTCHGE.-SUNNY VALLEY INTCHGE. SECTION

PROJECT NO. I-5-2(82)72

Remarks continued:

Project Data: The work consists of (1) grade, drain and overlay with high-type pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders and 16-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barriers, minor drainage structures and other appurtenances.

IM-50-1-70 Requirements: Exempt from State and District 8 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and December 1, 1970, respectively.

FHPM 7-7-2 Requirements: Non-major action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings---None required under the provisions of FHPM 7-7-5 para. 6c.
(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order Interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) The project qualifies as a "Safety Improvement Project," under the provisions of FHPM 6-8-2.1 as the work other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report "Highway Design and Operational Practices Related to Safety."
(3) This project is in Congressional District No. 4.

Data for PR-37:

a. Roadway (Type Code 6201)---------------------Est. Cost $1,330,000
b. Safety Revisions (Y Codes 002, 007, 101, 106)Est. Cost 750,000

Total Est. Cost $2,080,000

8199

I-5

Salem, Oregon
April 10, 1975

F.E.T.
Frank E. Terpin
Final Design Engineer

Alfred Shirley Jr.
Region III Engineer

Cross-sections
N. Wolf Cr. Int.-Sunny Valley Int.
Pacific Highway
Josephine County

The above-named safety project is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project we would appreciate cross-sections at the locations indicated. The existing station is shown first in parentheses and the new location is shown next.

(212+50 Lt.)	212+65 Lt.	Wolf Creek with arrow
(238+10 Rt.)	238+25 Rt.	Grants Pass 19, Medford 47
(296+88 Rt.)	297+00 Rt.	Smith Hill Summit
(301+00 Lt.)	300+85 Lt.	Smith Hill Summit
(414+00 Rt.)	414+15 Rt.	Leland Next Right
(429+00 Rt.)	428+85 Rt.	Sunny Valley with arrow

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guard rail and out to 35 feet where there is guard rail.

Due to the close proximity of the bid opening date, we would appreciate these cross-sections at your earliest possible convenience.

WGB:we
cc: C. T. Keasey
Vernon Shull
W. G. Beard

8200 Pacific Hwy E at Union St 1975
NE (Salem) Sec in City of Salem
(Traffic signal installation)

C/A 5322/5-6-75

U.S. GOVERNMENT PRINTING OFFICE: 1974 — [illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (E S Hunter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 6/8/76	REPORT MADE BY R Schimelfenyg, AAE		PROJECT NO. HHS-176(22)
COMPLETION DATE 1/26/76	ACCEPTANCE DATE BY CONTRACT AGENCY 3/18/76	TIME ELAPSED 64.6 %	CONTRACT TIME 240 CWD
APPROVED EXTENSIONS —	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 11 1976
Washington

PACIFIC HIGHWAY EAST-UNION STREET NE
SALEM
Traffic Signal Installation

The signals were installed by L. K. Comstock & Company; total cost of the project was $21,811.19. There were no significant overruns or underruns of contract items. The final inspection was conducted by P. V. Riedl on February 13, 1976; the project was recommended for acceptance at that time.

The statement of overruns and underruns and final progress estimate and cost report are attached to the Division office copy of this report.

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6/8/76	TITLE District Engineer	DATE 6/11/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8200 [illegible] COPY

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 80-1)

CARD A

ALL: *To be completed by Washington Headquarters Personnel* 16 18 | 19 | 2 4 | 22 | 5 23 | 24 | 25 8 | 9 27 | 28 12 30 | 13 31 15 33

PART A *To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: **Oregon**
COUNTY: **Marion**
FEDERAL PROJECT NO.: **HHS-176(22)**
URBAN ☐ RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		**Y031**	
20	FINAL CONSTRUCTION COST	DOL.	**19,173**	
21	LENGTH OF PROJECT	MILES	**0**	

DATE STARTED: **June 17, 1975**
DATE COMPLETED: **January 26, 1976**
TOTAL NO. BRIDGES: **0**

PART B *To be completed by contractor (See instructions on reverse) REMARKS (Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	**257**	**2,900**

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	**11,800**
	9	PETROLEUM PRODUCTS	GAL.	**100**
	1	CEMENT	BBL.	
CARD C	2 92	AGGREGATE PURCHASED	TON CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	MBM	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	**400**
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	**8**
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15 95	AGGREGATE PRODUCED	TON CU. YD.	
CARD F	16	MISCELLANEOUS		
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	**320**

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers **more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated** A Form **PR-47 should not be prepared for a contract covering** only the purchase **of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 23 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check [illegible] with [illegible]

All [illegible] department [illegible] neers. [illegible] earnings [illegible] tion amount. A[illegible] reasonable w[illegible] report [illegible] quantity of [illegible] concrete, a[illegible]

Generally the total [illegible] substantially less than the [illegible] not required to be reported [illegible] the indicat[illegible] that there [illegible] the figures reported [illegible] sheet of paper marked "Remarks" [illegible] actually [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates produced by the contractor shall be reported as Item 15 or 95.**

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, [illegible] linear feet of corrugated steel pipe, structural plate pipe, [illegible]

Item 7 Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing [illegible] purchased precast units, except concrete pipe [illegible]

Item 8 Report total number of pounds of all structural steel, steel [illegible] piling.

Item 9 Report total number of gallons of all gasoline, diesel oil, [illegible] and grease for equipment and trucks. For conversion [illegible] pounds of grease per gallon.

Item 10 Report total number of pounds of explosives, exclusive of [illegible]

Item 11 Report total number of cubic yards of ready mixed concrete [illegible] concrete in purchased precast units. [illegible]

Item 12 [illegible] bituminous paving mixtures [illegible] condition ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, [illegible] linear feet of plain and reinforced concrete drain and [illegible]

Item 14 Report by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - [illegible] total weight of steel products not appro[illegible] joint devices, tubular piling, etc.

Items 17, 18 and 19 Report total lengths, in linear feet, of all types of [illegible]

Item 22 [illegible] cost at the jobsite of all construc[illegible] used on the project, [illegible] signing and lighting and the cost of [illegible] listed hereon. Costs of equip[illegible] operating the equipment, [illegible] should not be included in this [illegible] lubricants, [illegible] as jackhammers, handtools, repair [illegible] supplies. Costs of such items [illegible] not be included. The amount included [illegible] should be only the cost paid by the con[illegible] the costs of excavat[illegible] Wages and man hours for aggre[illegible] course, be included with Item 30.

Item 23 [illegible] for all types of signs including [illegible] Do not include traffic [illegible]

Item 24 Report total [illegible] for highway and bridge lighting [illegible] standards, wiring, switches, luminaires, [illegible] Do not include traffic signals.

Item 25 Report, by size, number of linear feet of corrugated alumi[illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 Report total man hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

8200

March 23, 1976

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On March 19, 1976, we wrote to you concerning release of final payment on Contract No. 8200 awarded to L. K. Comstock & Co., Inc., for traffic signal installation on Pacific Highway East at Union St. N.E. in Salem in Marion County.

Final payment on this contract is $1,278.75 and the total contract amount is $18,423.24. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc L. K. Comstock & Co., Inc.
136 West 9th
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

Form A-105 (Rev. 8-70)

1-P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8200

Order No. 2- 2

Section PACIFIC HWY E. @ UNION ST. N.E. (SALEM) Date FEBRUARY 19, 1976

Highway PACIFIC HIGHWAY EAST F.A.P. No. HHS-176(22)

County MARION Prefix 24-1094 Account No. 282-[illegible] 02

Description of Work To Be Done: MOVE ILLUMINAIRES TO NEW POLES AND REMOVE EXISTING ILLUMINATION POLES AND BASES.

Location by Station Numbers: INTERSECTION OF PACIFIC HWY E. @ UNION ST. N.E. (SALEM)

Estimate of Quantities and Costs:

EQUIPMENT	$50.00
LABOR	$100.00
TOTAL	*** $150.00 ***

APPROVED EFFECTIVE DATE 3/5/76
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hosmer
TITLE Div. Engineer
DATE 3/15/76
FEDERAL HIGHWAY ADMINISTRATION

Explanation: Plans call for City to move existing illuminaires to new poles and remove existing poles and bases. The contract agreement between the State & City calls for the State to pay for all costs of the project. Moving of illuminaires was anticipated but was not included in the project authorization. However, this is a cost to the project and should be paid.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Proje[illegible] horization	$21,896.98
Prese[illegible] nate of project cost, including $1[illegible].00 for work under this order	$20,623.24
Expected under-run XXXX-XXXX (amount)	$1,273.74
Expected under-run XXXX-XXXX (per cent)	5.82

Space to right of this line is for use of Salem Office

Submitted by: WARREN E. MUELLER Res. Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*73830-131

8200

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy E. @ Union St. (Salem)

WEEK ENDING: January 31, 1976

SECTION PREFIX: 24-1094

HIGHWAY: Pacific Highway East

COUNTY: Marion

NAME OF JOB: Pacific Hwy E. @ Union St. N.E.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: L. K. Comstock & Co. Inc.

CONTRACT NUMBER: 8200

FEDERAL AID PROJECT NUMBER: HHS-176(22)

DATE OF CONTRACT: May 23, 1975

DATE WORK STARTED: June 17, 1975

ESTIMATED COMPLETION DATE: January 30, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 240

CALENDAR DAYS USED: 155

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 65

PROJECT AUTHORIZATION: $ 21,896.98

EXCLUSIVE OF ENGINEERING: $ 19,984.58

ENGINEERING AUTHORIZATION: $ 1,912.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,984.58

ENGINEERING COST TO DATE: $ 1,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 80 %

DATE PROJECT WAS COMPLETED: January 26, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Cloudy	154		
MONDAY	26	Cloudy	155		Project complete
TUESDAY	27	Rain	0		
WEDNESDAY	28	Fog	0		RECEIVED
THURSDAY	29	Cloudy	0		
FRIDAY	30	Cloudy	0		Johnsen CONSTRUCTION
SATURDAY	31	Cloudy	0		Walker SECTION

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 25	No Activity
MONDAY 26	PGE completed illuminaire installation
TUESDAY 27	***** NO ACTIVITY REST OF WEEK *****
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY 31	

REMARKS

Project completed January 26, 1976

Last Report

SIGNED Warren E Mueller
Warren E. Mueller LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8200 R

[illegible]

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-137

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-23-75

FEDERAL-AID PROJECT AGREEMENT

STATE Oregon
COUNTY Marion
PROJECT NO. HHS-176(22)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Summer St. N.E. @ Union St. N.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	11-4-74	0.0
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-75	0.0

OTHER *(Specify)*

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,771	$ 19,593

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer [illegible]

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal Aid Project
No. HHS-176(22)

PACIFIC HIGHWAY E. AT UNION ST. N.E. (SALEM) SECTION

PACIFIC HIGHWAY EAST IN MARION COUNTY

Salem, Oregon, June 10, 1975

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y031
Traffic Signals (Pacific Hwy. E. at Union N.E.)

Temporary Protection and Direction of Traffic	All Required		$ 418.00
Temporary Signs	110 sq.ft.	4.50	495.00
Flagmen	40 hours	15.50	620.00
Traffic Signal Installation, Complete	All Required		16,441.00
	Subtotal		$17,974.00
	Engineering		1,297.00
	Engineering (Sig. Cont. Testing)		500.00
	Total		$19,771.00

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	All Required	150.00
	Subtotal	$ 650.00
	Engineering	65.00
	Total	$ 715.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Traffic Signals	19,771.00	17,793.00	1,978.00
Subtotal	$21,771.00	$19,593.00	$2,178.00
Retained in Program	715.00	643.00	72.00
Total	$22,486.00	$20,236.00	$2,250.00

Group 1 - 100%
Contract No. 8200
Prefix No. 24-1094
Prefix No. P.E. 24-1965

4260

R

May 6, 1975

5C

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

4/29/75

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an Agreement between the Oregon Transportation Commission and the City of Salem covering the installation of a traffic signal at the intersection of Summer and Union Streets (Pacific Highway East) in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: L. E. George

4-30-75

e

U.S. DEPARTMENT OF TRANSPORTAT[illegible] / FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-176(22)

STATE PROJECT NO.: Pacific Highway at Union St. N.E.

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

PROGRAM NO.:

ITEM NO.: HHS-13

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 23, 1975	April 23, 1975	Primary Route 3
		STATE ROUTE NUMBER
		Pacific Highway Route 1E

GENERAL LOCATION:

SR 99E, Summer St. NE. at Union Street NE. (Salem)

GENERAL DESCRIPTION OF WORK:

Install two-phase pretimed traffic signal

5-5-75
ORIGINAL TO
L. W. Rulien
Wyatt

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Signing	$ 500
Permanent Pavement Striping	150

☐ ACQUISITION OF RIGHT-OF-WAY
☑ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 4-30-75

SIGNATURE OF APPROVING OFFICIAL: C R Burglund(?) for

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

5 C

DATE April 9, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**

AGENDA
[illegible]
5 C

We have an agreement signed by the City of Salem covering the installation of a traffic signal at the intersection of Summer and Union Streets (Pacific Highway East).

The agreement provides that the State shall prepare all plans and specifications, and perform the work on the project. The State will pay for the total cost with Title II funds. After completion of the project the City will care for all power and maintenance costs, which will be negotiated annually in accordance with an agreement with the League of Oregon Cities.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This item will be on the agenda for the April 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
County-City Unit
C. O. Fredrickson
Jack Graham
Gary L. Sund

RDT:rj dpy

NOTED
C. W. HEAD

d

11-4-74

TRANSACTION NUMBER 11-36

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-4-74

BY (Signature): L.W.RULIEN'S OCTOBER 25, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 13 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
13	HHS-176(22)	0.0	25,000	22,500	PACIFIC HIGHWAY EAST AT UNION ST. NE (SALEM) MARION COUNTY - STATE OF OREGON.	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS.

7'74
REFER TO

NOTED
E. S. HUNTER

RECEIVED
NOV 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

11-7-74
ORIGINAL TO.
L.W. Rulien

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		11-4-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-18
(Rev. 8-71)

GPO 915-890

8200

8200

8

October 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-176(22)

We are submitting program data for one project, Item No. 13, Project No. HHS-176(22), "Pacific Hwy. East @ Union St., NE (Salem) Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Enclosed are narrative, accident data, traffic signal warrent comparison and etc., prepared by our Traffic Section for the project.

We request your concurrence that the Statewide Negative Declaration concurred in by FHWA Division Office May 8, 1974 applies to this project as programed.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:jb

Enc.

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INVESTIGATION
Pacific Highway East (Summer St.) @ Union St., Salem
ORE99E, Hwy. 1E M.P. 49.45

Recommendation:

Install a two-phase pretimed signal. Incorporate it into the existing Summer Street signal progression system.

This intersection is at the north edge of the Capital Mall area. There are some state offices located on Union and this street also is used by some drivers as a by-pass around the Mall area. Summer Street is one-way southbound and it carries four lanes of traffic except the north approach and is narrowed to three lanes right at this intersection by a large tree located inside the extended curb line. Parallel parking is allowed along both sides and this street has concrete curbs and sidewalks along both sides. West of the intersection, Union Street carries two lanes of two-way traffic with parallel parking along both sides and has concrete curbs and sidewalks along both sides. East of the intersection Union carries four lanes of two-way traffic with a raised curbed median area. There are concrete curbs and sidewalks along both sides and all parking is prohibited. The vertical and horizontal alignment of all approaches is level and tangent. Sight distance along Summer Street from either approach of Union is unrestricted. Summer Street is signed for 30 MPH in this area.

A manual count was taken at this intersection on March 13 and 14, 1973. It showed that during a 24-hour period, 14,444 vehicles entered the intersection. 11,570 (80%) of these entered on the Summer Street approach. The entering volumes on the west approach to Summer were approximately 2½ times higher than the entering volumes on the east approach to Summer.

During the period from January 1, 1968 to December 31, 1973, there were 45 reported accidents at this intersection. There were no fatalities but 33 people were injured. Of these 45 accidents, 41 were the type considered preventable by a traffic signal. Ten of these occurred during the last 12 months of the study period.

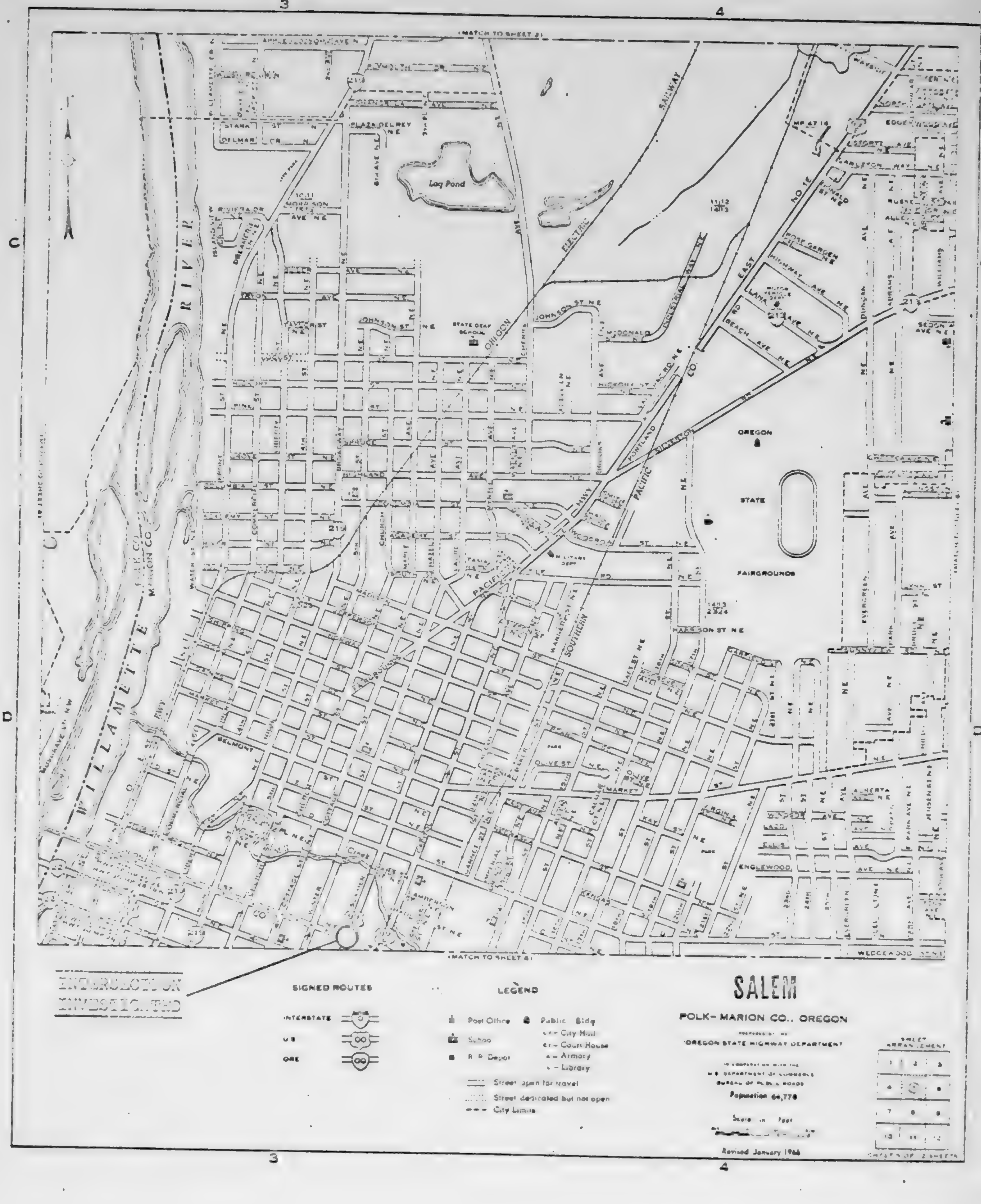
The traffic signal warrant comparison sheet shows that this intersection meets the Accident Experience Warrant and the Systems Warrant. The latest figures available indicate that there were ten preventable accidents during 1973. The warrant requires at least five preventable accidents during the latest 12 months. The systems warrant is also met. The peak-hour entering volume is nearly 1,200 vehicles, whereas the warrant calls for at least 800 vehicles per hour. In view of the increasing traffic flow at this intersection from year to year, it is reasonable to assume that the Minimum Vehicular Volume Warrant will also be met in the relatively near future.

The installation of a signal at this intersection should greatly reduce the number of angle accidents occurring at this location. Rear-end collisions, which frequently increase with the installation of a signal could be held to a minimum through maintaining progression with the existing signal system on Summer Street. Since 80% of the traffic entering the intersection enter via Summer Street, this progression is more important than progression on Union Street, which would be difficult to achieve due to close signal spacing.

It is on the basis of the above facts that the recommendation to install a two-phase signal is made.

The estimated cost of this project is $23,000.
The estimated preliminary engineering cost is $1,100.
The estimated contract date is April 1975.

LM:pb
5-14-74

3
4
C
D
(MATCH TO SHEET 2)
(MATCH TO SHEET 6)
WILLAMETTE
RIVER
POLK CO.
MARION CO.
Log Pond
STATE DEAF SCHOOL
OREGON ELECTRIC RAILWAY
SOUTHERN PACIFIC CO.
OREGON
STATE
FAIRGROUNDS
MILITARY DEPT
JOHNSON ST NE
PLAZA DEL REY NE
BELMONT
MARKET
OLIVE ST
ENGLEWOOD
WEDGEWOOD
INTERSECTION INVESTIGATED
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
Public Bldg
City Hall
Court House
Armory
Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 64,778
Scale in Feet
Revised January 1966
SHEET ARRANGEMENT
1
2
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12

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Summer Street at Union Street

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1093	811	719	933	823	786	895	782
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	68	106	109	194	159	184	149	221
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	25	20	11	9	5	16	18	23

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		4
2. Interruption of Continuous Traffic:			
Major Street	900		2
Minor Street	75		7
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		8
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		7	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		1189	
Minimum Warrant		800	

Date of Traffic Count March 13 & 14, 1973

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

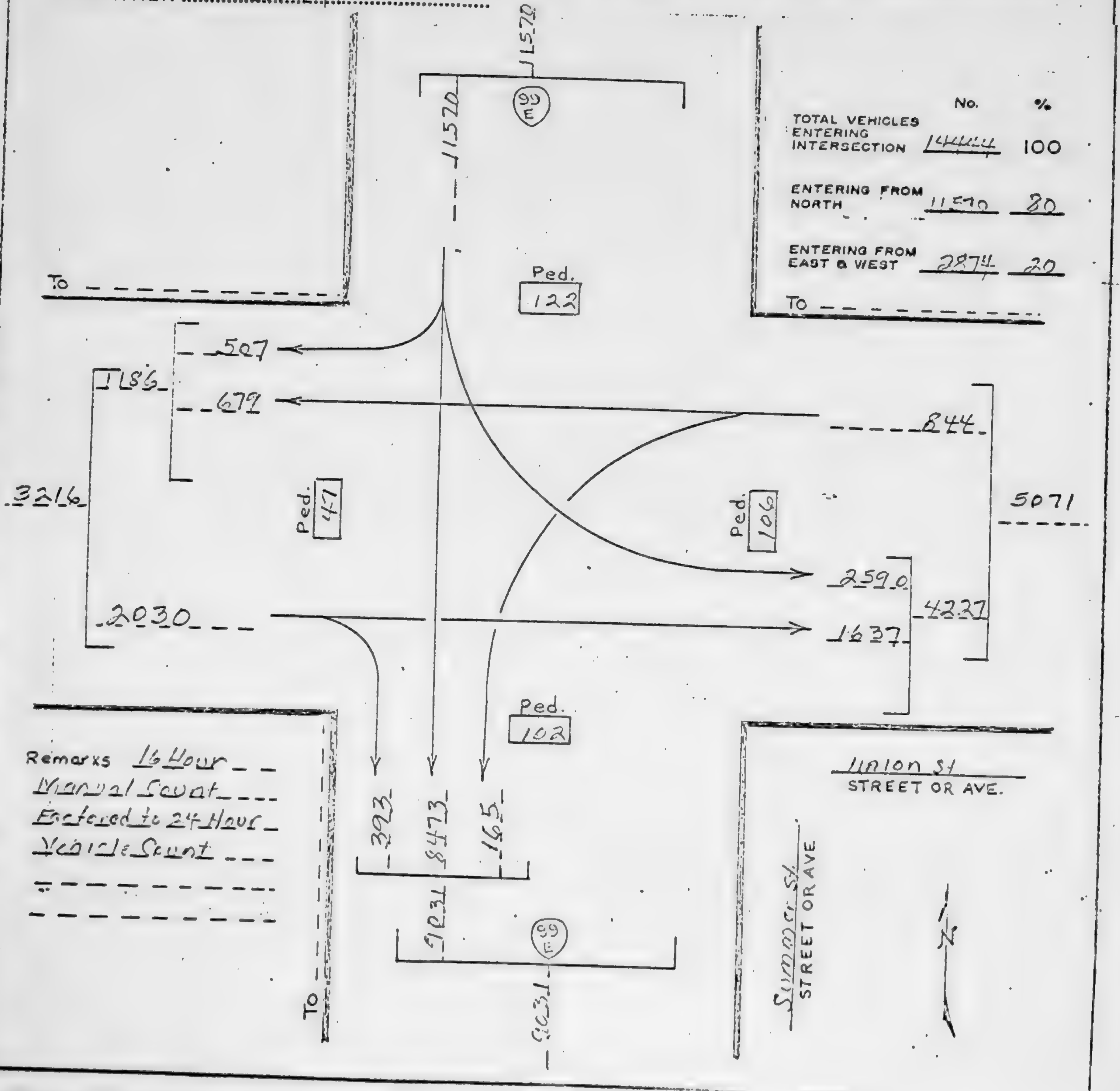
** XX standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 13-14-1973
DAY OF WEEK Tues-Wed
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00a - 10:00p
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00a - 10:00p
WEATHER Cloudy

CITY OR COUNTY Salem
INTERSECTION OF Pacific Hwy East No. 1E (Summer St) & Union St
MILE POST 49.45 (Hwy 1E
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	14444	100
ENTERING FROM NORTH	11570	80
ENTERING FROM EAST & WEST	2874	20

Remarks 16 Hour Manual Count Factored to 24 Hour Vehicle Count

Union St
STREET OR AVE.

Summer St
STREET OR AVE

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

Date March 13-14, 1973
Day of week Tues-Wed
Hours counted 6:00 a-10:00 p
Weather Cloudy

Classification All Vehicles

City or County Salem
Intersection Pacific Hwy East No. 1E
(Summer St.) & Union
Mile Post 49.45 (Pacific Hwy 1-E)
Classification

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	Entering Volumes North	Entering Volumes East	Entering Volumes West	Entering Volumes South	Pedestrians North	Pedestrians East	Pedestrians West	Pedestrians South
A. M.	6:00- 7:00	43		11		194		2	16	1		3		225	203	90	22	10	203	3	19		1			
	7:00- 8:00	255		61		777		13	27	6		41		1180	1093	93	87	7	1093	19	68		25	1		2 2
	8:00- 9:00	168		51		592		46	76	5		30		968	811	84	157	16	811	51	106		5 12	4 4	6 5	3
	9:00-10:00	135		34		550		52	74	6		35		886	719	81	167	19	719	58	109		5 6	5	1	1
	10:00-11:00	108		24		358		42	64	3		22		621	490	79	131	21	490	45	86		2	4	2	11
	11:00-12:00	147		28		501		36	105	6		29		852	676	79	176	21	676	42	134		3	13	7	4
P. M.	12:00- 1:00	189		38		706		52	160	10		34		1189	933	78	256	22	933	62	194		9	20	6	2
	1:00- 2:00	174		44		605		62	130	18		29		1062	823	77	237	23	823	80	159		2 3	6	3	4
	2:00- 3:00	180		42		564		52	157	15		27		1037	786	76	251	24	786	67	184		7 9	1 7	3 2	2 7
	3:00- 4:00	167		25		276		51	140	10		19		687	468	68	219	32	468	61	158		1 5	3 8	2 3	12
	4:00- 5:00	202		34		659		55	121	5		28		1104	895	81	209	19	895	60	149		2 8	5 5	1 1	5 13
	5:00- 6:00	197		36		549		62	186	28		35		1093	782	72	311	28	782	90	221		2 9	1 11	3	2 2
	6:00- 7:00	99		9		361		27	77	11		8		592	469	79	123	21	469	38	85			1	1	2 1
	7:00- 8:00	138		15		472		24	52	12		4		717	625	87	92	13	625	36	56		1	5		
	8:00- 9:00	81		10		306		26	40	9		6		478	397	83	81	17	397	35	46		2	1	1	
	9:00-10:00	73		6		271		15	63	5		8		440	349	79	91	21	349	20	71		—	1		
	10:00-11:00																									
	11:00-12:00																									
A. M.	12:00- 1:00																									
	1:00- 2:00																									
	2:00- 3:00																									
	3:00- 4:00																									
	4:00- 5:00																									
	5:00- 6:00																									
	24-Hour total	2590		507		8473		679	1637	165		393		14444	11570	80	2874	20	11570	844	2030					
	-Hour total	[illegible]		461		7753		617	1483	150		357		13131	10519	80	2612	20	10519	767	1845	-	57 25	14 92	13 35	14 [illegible]
	-Hour total																									
	Control																									
	Factor																									

Tabulated by

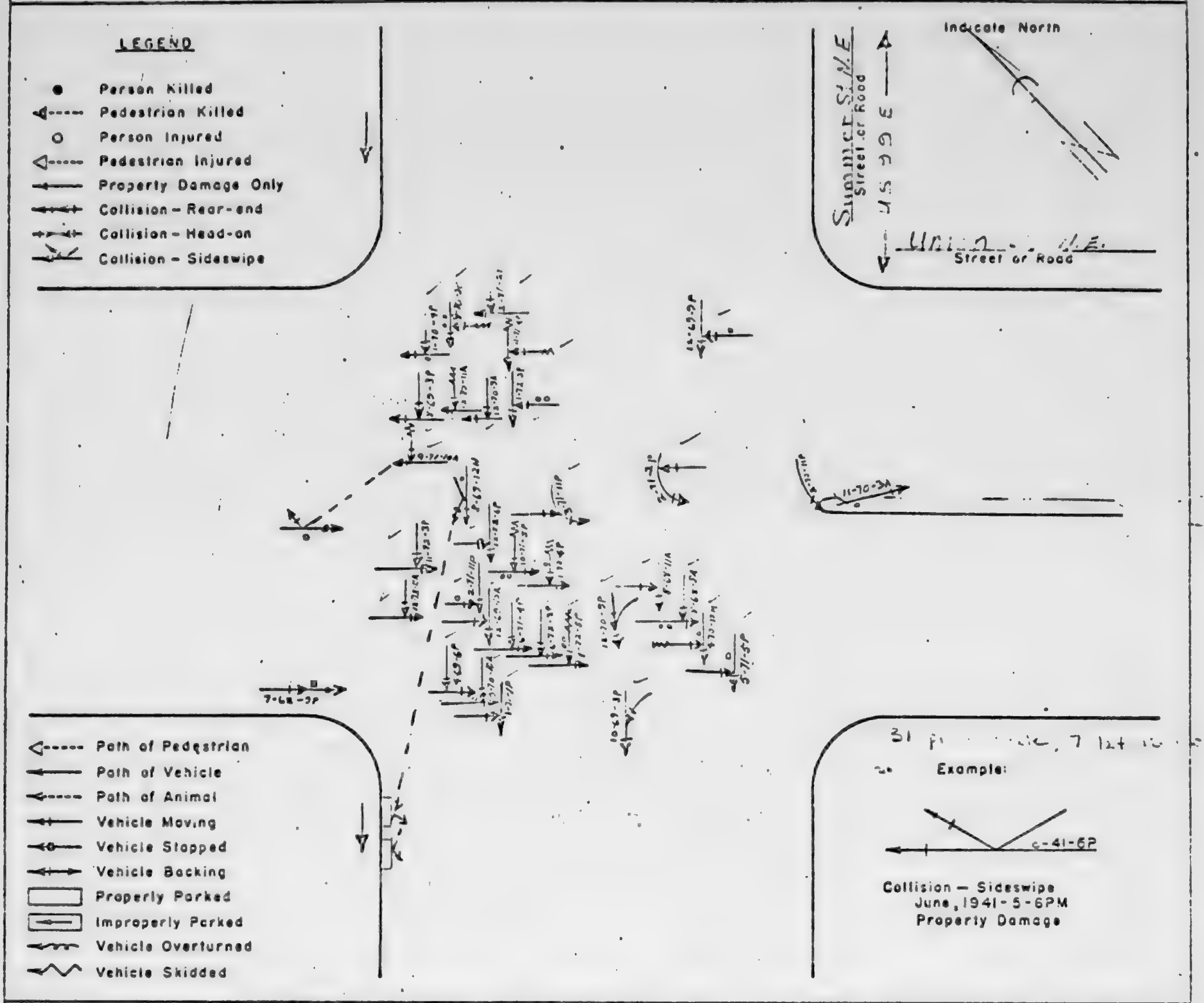
Checked by

(Summer St.) Pacific Hwy 1-E St. is North and South
Union St St. is East and West

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

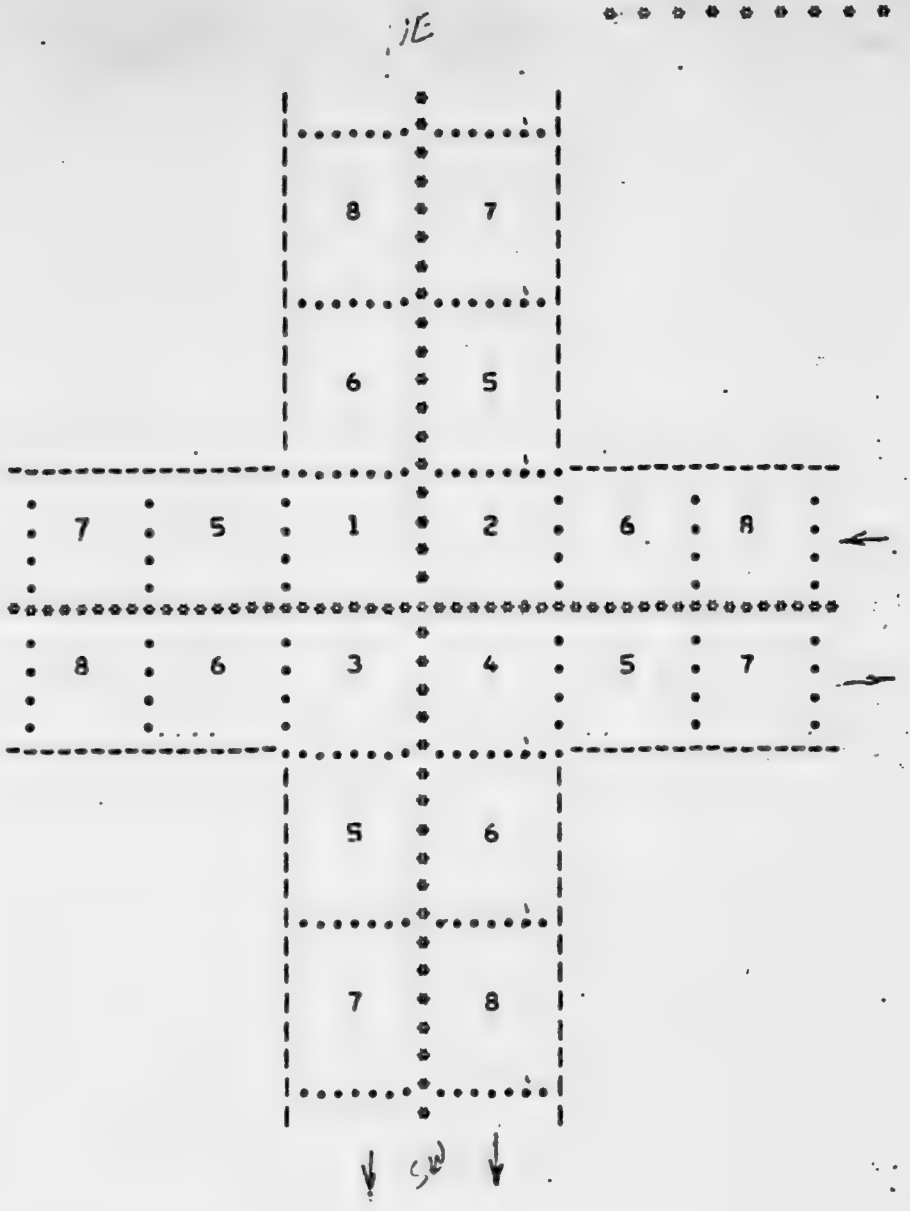
City of Salem County Marion
Intersection of Summer St. N.E. and Union St. N.E.
Highway Number 1E (US 99E) Std. MP 49.45
Period Covered 1-1-68 12-31-72
Compiled by LB Drawn by Date 4-3-73



Collision Type	1968 1969				1970				1971				1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	4	6		4	2	6		4	4	8		3	4	7		13	14	27
Head-on																				
Rear-end		1		1														1		1
Sideswipe		1		1														1		
Turning Movement			1	1				1			2	2							4	4
Parking																				
Non-collision																				
Fixed Object						1	1	2										1	1	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		4	5	9		5	4	9		4	6	10		3	4	7		16	19	35

Form E-260—2M—11-45 5/70

INTERSECTIONAL COLLISION HISTORY



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                CITY:     SALEM

              COUNTY:     MARION

     INTERSECTION OF:     SUMMER ST
                          UNION ST

      HIGHWAY NUMBER:      0 091  SUMMER ST
           MILEPOINT:        49.45

      PERIOD COVERED:     01/01/71  TO  12/31/73

       DATE PREPARED:     05/01/74


      SEVERITY CODES
      -----------------
      CODE | DESCRIPTION
      ---- | -----------
       F   | FATALITY
       I   | INJURY
      PDO  | PROPERTY DAMAGE ONLY
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----------------------------------------------------------------------------------------------------------------------------
1   ANGLE                          02-09-1 02PM RAIN    | 1  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
              SEVERITY              PDO                 | 2  PASS VEH        STRAIGHT AHEAD     SE NW PROCD AFTER STOP NO RIGHT OF WAY
    TURNING MOVEMENT               03-17-1 11PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     NW SE NONE                 DISREG STOP SIGN
              SEVERITY              PDO                 | 2  PASS VEH        TURNING LEFT       NE SE NONE                 NONE
    ANGLE                          09-09-1 10AM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     NE SW SKIDDED              NONE
                                                        | 2  PASS VEH        STRAIGHT AHEAD     SE NW PROCD AFTER STOP NO RIGHT OF WAY
              SEVERITY              1I                  | 3  PASS VEH        STOPPED IN TRAFFIC NW SE STOPPED /TRAFFIC NONE
    ANGLE                          11-20-1 04PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     SE NW SKIDDED              DISREG STOP SIGN
              SEVERITY              PDO                 | 2  PASS VEH        STRAIGHT AHEAD     NE SW SKIDDED              NONE
    ANGLE                          01-29-2 02PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     SE NW NONE                 DISREG STOP SIGN
              SEVERITY              2I                  | 2  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
    ANGLE                          01-18-3 04PM CLOUDY  | 1  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
              SEVERITY              PDO                 | 2  PASS VEH        STRAIGHT AHEAD     SE NW PROCD AFTER STOP NO RIGHT OF WAY
    ANGLE                          05-15-3 01PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     NE SW SKIDDED              NONE
              SEVERITY              2I                  | 2  PASS VEH        STRAIGHT AHEAD     SE NW NONE                 DISREG STOP SIGN
    ANGLE                          08-29-3 NOON CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     SE NW PROCD AFTER STOP NO RIGHT OF WAY
              SEVERITY              PDO                 | 2  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
    ANGLE                          10-07-3 01PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
              SEVERITY              3I                  | 2  PASS VEH        STRAIGHT AHEAD     SE NW NONE                 DISREG STOP SIGN
----------------------------------------------------------------------------------------------------------------------------
2   TURNING MOVEMENT               02-17-1 02PM CLEAR   | 1  PASS VEH        STRAIGHT AHEAD     SE NW NONE                 DISREG STOP SIGN
              SEVERITY              PDO                 | 2  PASS VEH        TURNING LEFT       NE SE AVOIDING MANEUVR NONE
    ANGLE                          08-05-3 06PM CLEAR   | 1  MOTORCYCLE      STRAIGHT AHEAD     NE SW SKIDDED              NONE
              SEVERITY              2I                  | 2  PASS VEH        STRAIGHT AHEAD     SE NW NONE                 DISREG STOP SIGN
----------------------------------------------------------------------------------------------------------------------------
3   ANGLE                          01-16-1 01PM RAIN    | 1  PASS VEH        STRAIGHT AHEAD     NW SE PROCD AFTER STOP NO RIGHT OF WAY
              SEVERITY              PDO                 | 2  PASS VEH        STRAIGHT AHEAD     NE SW NONE                 NONE
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ANGLE                  02-17-1 11PM CLOUDY | 1  PASS VEH        STRAIGHT AHEAD   NW SE NONE               DISREG STOP SIGN
          SEVERITY      PDO
ANGLE                  06-25-1 04PM CLOUDY | 1  PASS VEH        STRAIGHT AHEAD   NE SW NONE               NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      PDO
ANGLE                  10-28-1 05PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW SKIDDED            NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT-OF WAY
          SEVERITY      2I
ANGLE                  01-14-2 04PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW SKIDDED            NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      1I
ANGLE                  06-20-2 03PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW NONE               NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      PDO
ANGLE                  09-06-2 08PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW SKIDDED            NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   SE NW NONE               DISREG STOP SIGN
          SEVERITY      2I
ANGLE                  11-09-2 03PM CLOUDY | 1  PASS VEH        STRAIGHT AHEAD   NE SW AVOIDING MANEUVR NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      PDO
ANGLE                  12-02-2 11AM RAIN   | 1  PASS VEH        STRAIGHT AHEAD   NE SW NONE               NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE NONE               DISREG STOP SIGN
          SEVERITY      PDO
ANGLE                  12-23-2 06PM RAIN   | 1  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
                                           | 2  PASS VEH        STRAIGHT AHEAD   NE SW NONE               NONE
          SEVERITY      PDO
ANGLE                  03-14-3 02PM CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW SKIDDED            NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      1I
ANGLE                  05-07-3 NOON CLEAR  | 1  PASS VEH        STRAIGHT AHEAD   NE SW SKIDDED            NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      4I
ANGLE                  05-24-3 NOON RAIN   | 1  PASS VEH        STRAIGHT AHEAD   NE SW NONE               NONE
                                           | 2  PASS VEH        STRAIGHT AHEAD   NW SE PROCD AFTER STOP NO RIGHT OF
          SEVERITY      1I
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4  ANGLE
                        05-06-1 05PM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD  ✓ NW SE PROCD AFTER STOP NO RIGHT OF WAY
          SEVERITY      II                  | 2  MOTORCYCLE    STRAIGHT AHEAD    NE SW NONE             NONE
   ANGLE
                        04-20-3 08AM CLEAR  | 1  PASS VEH      STRAIGHT AHEAD    NE SW NONE             NONE
          SEVERITY      PDO                 | 2  PASS VEH      STRAIGHT AHEAD  ✓ NW SE PROCD AFTER STOP NO RIGHT OF WAY
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                              * * * * * * * * * * * * * * * * * * * * * * * *
                              * INTERSECTIONAL  COLLISION  HISTORY  *
                              *                 SUMMARY                     *
                              * * * * * * * * * * * * * * * * * * * * * * * *                              PAGE   4

                      01/01/71  TO  01/01/72       01/01/72  TO  01/01/73       01/01/73  TO  12/31/73              TOTAL

                             NON-  PROP.                  NON-  PROP.                  NON-  PROP.                  NON-  PROP.
                      FATAL FATAL DAMAGE TOTAL     FATAL FATAL DAMAGE TOTAL     FATAL FATAL DAMAGE TOTAL     FATAL FATAL DAMAGE TOTAL
ANGLE                   0     3     5      8         0     3     4      7         0     6     3      9         0    12    12     24
HEAD-ON                 0     0     0                0     0     0                0     0     0                0     0     0
REAR-END                0     0     0                0     0     0                0     0     0                0     0     0
SIDESWIPE-MEETING       0     0     0                0     0     0                0     0     0                0     0     0
SIDESWIPE-OVERTAKING    0     0     0                0     0     0                0     0     0                0     0     0
TURNING MOVEMENT        0     0     2      2         0     0     0                0     0     0                0     0     2      2
PARKING                 0     0     0                0     0     0                0     0     0                0     0     0
NON-COLLISION           0     0     0                0     0     0                0     0     0                0     0     0
FIXED OBJECT            0     0     0                0     0     0                0     0     0                0     0     0
PEDESTRIAN              0     0     0                0     0     0                0     0     0                0     0     0
BACKING                 0     0     0                0     0     0                0     0     0                0     0     0
MISC.                   0     0     0                0     0     0                0     0     0                0     0     0

  TOTAL                 0     3     7     10         0     3     4      7         0     6     3      9         0    12    14     26
```

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1-coded straight
Instead of Inter

Budget Bureau No. 41-R2067; Approval

FORM PR-1
(REV. 4-61)

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 10-25-74

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 99E, Summer St. at Union St. (Salem) 21 65	**ADT**	PRESENT 15,600*	FUTURE 11,700* (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signal 28 62	NATL. FOREST (63) (65)	FR ROUTE NO.	[illegible]	FR CLASSIF.	[illegible]	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) HHS- 14 23	NUMBER 176 (22) 7	SEQ. NO

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations		COUNTY NAME Marion				CODE 047 (14) (16)	
	NAME OF URBAN AREA Salem 17-31		ROUTE NO. P	FEDERAL-AID 3 (32)	STATE 1E (36)	U.S. - - (37) (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53	SR 99E, Summer St. N.E. at Union St. NE (Salem)	(54) (58)	(59) (66)	(67) (76)			P.E. inst preti signa
5					**PE** TOPICS			0.00	2,000	1,800	200		
5					**ROW**								
5					**CONST** (CODE) TOPICS Y031		"Pacific Hwy. East @ Union St. N.E. (Salem) Sec."	0.00	23,000	20,700	2,300		ROW - Acces none. Restr

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	25,000	22,500	2,500	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*ADT count entering intersection.
Future ADT assumes completion of Pine and Mission Bridges; I-305;
Capitol - 12th Couplet; and Summer Street reverted to a 2-way collector.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

10-25-74

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E, Summer St. at Union St. (Salem)		15,600*	11,700*	94	10	Oregon	41	142	13

OSED WORK (35 typewriter	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Signal				HHS-	176 (22)			

UNDS: (Section 209) High Hazard Locations

Salem

COUNTY NAME: Marion CODE 047

ROUTE NO. P FEDERAL-AID 3 STATE 1E U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		SR 99E, Summer St. N.E. at Union St. NE (Salem)	0.00	2,000	1,800	200		P.E. all phases; inst. a two-phase pretimed traffic signal.
ROW								
CONST (CODE) TOPICS Y031		"Pacific Hwy. East @ Union St. N.E. (Salem) Sec."	0.00	23,000	20,700	2,300		ROW - 100' normal; Access Control - none; Parking Restriction - none
ED BY		PROJECT TOTALS	0.00	25,000	22,500	2,500		

M APPROVAL DATES

REMARKS

*ADT count entering intersection.
Future ADT assumes completion of Pine and Mission Bridges; I-305;
Capitol - 12th Couplet; and Summer Street reverted to a 2-way collector.

-over-

PACIFIC HWY. EAST @ UNION ST. N.E. (SALEM) SEC.

PROJECT NO. 176(22)

Existing Facilities: Stop sign for traffic on Union at intersection.

Summer N.E. (ORE 99E, Southbound portion of couplet) - 59-foot curbed roadway with high-type surfacing.

Union N.E. (East) -- 67-foot curb to curb, providing 4 lanes with 19-foot raised median.

(West) -- 40-foot curb to curb roadway providing 2 lanes parking both sides.

Project Data:

1. All phases of preliminary engineering.
2. Install two-phase pretimed traffic signals.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

Note: Salem Municipal Airport (McNary Field) is approximately two miles southeasterly of the project, but the proposed work will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid highway systems was concurred in by FHWA on May 8, 1974.

IM 50-1-70 Requirements: Exempt from State Clearinghouse a
Clearinghouse A-95 review under working agreements dated Ap
and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable a
will not result in an alteration of land use or traffic flo
that would require a significant change in planning complet
way.

PPM 20-8 Requirements: Not applicable under "Timesaving pr
forth in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway
Manual.

Maintenance of Traffic Operations Improvements: A state-ci
covering maintenance obligations will be prepared to compl
116 of Title 23, U.S.C.

Note: (1) This project is in Congressional District No. 2

(2) Waldo Park (Mini park) lies within the northwes
the intersection, but is outside of the work ar

PACIFIC HWY. EAST @ UNION ST. N.E. (SALEM) SEC.

PROJECT NO. 176(22)

ities: Stop sign for traffic on Union at intersection.

RE 99E, Southbound portion of couplet) - 59-foot curbed roadway with high-type surfacing.

st) -- 67-foot curb to curb, providing 4 lanes with 19-foot raised median.

st) -- 40-foot curb to curb roadway providing 2 lanes parking both sides.

ses of preliminary engineering.
two-phase pretimed traffic signals.

Airports, Railroads, Water Development, Historical and
reas: None involved.

unicipal Airport (McNary Field) is approximately two
terly of the project, but the proposed work will not
lict with the operation of the airport.

rements: Statewide "Negative Declaration" for spot
s on noninterstate Federal-aid highway systems was
FHWA on May 8, 1974.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

PPM 20-8 Requirements: Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with Section 116 of Title 23, U.S.C.

Note: (1) This project is in Congressional District No. 2.

(2) Waldo Park (Mini park) lies within the northwest quadrant of the intersection, but is outside of the work area.

8200

4

September 4, 1974

595
512-K

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
555 Liberty Street SE
Salem, Oregon 97301

Dear Mr. Van Wormer:

Thank you for your August 16 letter requesting the installation of a pretimed traffic signal at Summer and Union Streets.

We recently included this in our list of projects to be done under Section 209 of the 1973 Federal Highway Act. Finance approval has not been obtained, but we anticipate approval and the signal contract is scheduled for the first half of 1975.

Since this intersection is on a state highway, the signal would be installed at no cost to the City with the State paying approximately 10 percent and the Federal Highway Administration paying approximately 90 percent. This financial arrangement would be very favorable to you and also to us.

It is assumed that you approve installing the signal under Section 209 but if for some reason you do not, please advise us.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson
H. S. Cox
DKH:kw: ab

salem
CITY
OF SALEM,
OREGON

August 16, 1974

Mr. Fred Klaboe
Administrator & State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We propose that the Oregon State Highway Division share the costs of a traffic signal at Summer and Union Streets with the City of Salem.

This intersection has met accident warrants (5 accidents susceptible to correction in a 12-month period) for the last four years, 1970 through 1973. The accidents plus the unique one tree park in this intersection, and the new Employment Building (expected to significantly increase the traffic crossing Summer Street on Union Street) require a signal to handle the present and anticipated traffic.

We suggest a standard two-phase, fixed-time synchronized signal.

Very truly yours,

B. T. Van Wormer
B. T. VAN WORMER
Director of Public Works

SDV:skl

cc: L. E. George, State Traffic Engineer
Doug Van Dyke, Traffic Engineer

RECEIVED
STATE HWY ENGR
AUG 20 '74
REFER TO
Ed
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

RECEIVED
AUG 23 1974
Office of
Assistant [illegible] Highway Engineer

8201 St. Johns Br-NW 31st Ave 1975
(Portland) Sec Columbia R Hwy
(4.15 mi. paving)

STATE CO

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10 11475		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 3	10 - 8 76	Project Number U-171(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 376,155	$ 376,155
Federal funds	$ 294,100	$ 322,740
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $53,415

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

[illegible]

Oregon State Highway Division
Salem, Oregon October 12, 1976

Federal Aid Project
No. U-171(15)

ST. JOHNS BR.-N.W. 31ST AVE. (PORTLAND) SECTION

COLUMBIA RIVER HWY. IN MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code 6201
Roadway Paving ((MP 2.80 to MP 6.92)
Total same as previous estimate of August 21, 1975 $254,522.00

Type Code 6201
Roadway Safety (MP 2.80 to MP 6.92)
Total same as previous estimate of August 21, 1975 $121,633.00

Length of Project - - - - - - - 3.010 miles

Cost of Roadway (Paving) Per Mile- - - - $84,558.81
" " " (Safety) " " - - - - $40,409.63

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	State Funds
Roadway (Paving)	$254,522.00	$218,379.00	$ 36,143.00
Roadway (Safety)	121,633.00	104,361.00	17,272.00
TOTAL	$376,155.00	$322,740.00	$ 53,415.00

Group 1 - 100%
Contract No. 8201
Prefix - 26-1046

*Increase federal aid pro rata to 85.8%

8201

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-102	5 - 1	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	STATE COPY	Project Number U-171(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 376,155	$ 376,155
Federal funds	$ 294,100	$ 376,155
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 82,055 ."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8201 STATE COPY 13

MONTHLY TRANSACTION NUMBER 9-5	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Multnomah
MODIFICATION NUMBER 1	8	PROJECT NUMBER U-171(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 355,739	$ 376,155
Federal Funds	$ 278,151	$ 294,100
Other revisions		

This modification is made for the following reasons:

To include authorized adjustments of sewer and water facilities by City of Portland.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of August, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

for G. L. Green

GPO 936-242

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

Oregon State Highway Division
Salem, Oregon, August 21, 1975

Federal-aid Project
No. U-171(15) Safety

ST. JOHNS BR.-N.W. 31ST AVE. (PORTLAND) SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway Paving (M.P. 2.80 to M.P. 6.92)

Aggregate Shoulders	2,800 cu.yds.	8.25	$ 23,100.00
Class "B" or Class "C" Asphalt Concrete Mixture in Leveling and Base Course	5,400 tons	8.85	47,790.00
Class "C" Mod. Asphalt Concrete Mixture	8,800 tons	9.75	85,800.00
Asphalt Cement in Mixture	970 tons	66.00	64,020.00
Portland Cement Additive in Class "C" Modified Mixture	88 tons	48.00	4,224.00
Asphalt in Tack Coat	23 tons	150.00	3,450.00
			$228,384.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 1,500.00
Stage Construction Striping (S.F.)	All Required		1,500.00
			$ 3,000.00
	Subtotal		$231,384.00
	Engineering		23,138.00
	Total		$254,522.00

Type Code 6201
Roadway Safety (M.P. 2.80 to M.P. 6.92)

Mobilization	All Required		$ 8,480.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	700 sq.ft.	7.00	4,900.00
Temporary Plastic Safety Markers	15 only	75.00	1,125.00
Flagmen	200 hours	15.00	3,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	2,035 cu.yds.	5.00	10,175.00
Trench Excavation	160 cu.yds.	1.00	160.00
Watering	70 M-gals.	5.00	350.00
24-inch Culvert Pipe	16 lin.ft.	15.00	240.00
18-inch Sewer Pipe	2,422 lin.ft.	12.00	29,064.00

Culvert Inlets, Type G-2	13 only	265.00	3,445.00
Guard Rail, Type 1	125 lin.ft.	6.50	812.50
Guard Rail, Type 2	725 lin.ft.	10.50	7,612.50
Guard Rail Anchors, Type 1	8 only	325.00	2,600.00
Guard Rail Anchors, Type 2	1 only	300.00	300.00
Rail End Pieces, Type C	8 only	140.00	1,120.00
Concrete Curbs	152 lin.ft.	3.50	532.00
Extra for Asphalt Approaches	91 only	100.00	9,100.00
Adjusting Manholes	25 only	75.00	1,875.00
Adjusting Inlets	15 only	75.00	1,125.00
			$ 91,016.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 1,000.00
Work by City of Portland (Water)	All Required	16,557,84
Work by City of Portland (Sewer)	All Required	2,001.99
		$ 19,559.83
	Subtotal	$110,575.83
	Engineering	11,057.17
	Total	$121,633.00

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 600.00
Buttons (Striping) (S.F.)	All Required	3,500.00
	Subtotal	$ 4,100.00
	Engineering	410.00
	Total	$ 4,510.00

Length of Project - - - - - - - - - - - - 3.010 miles

Cost of Roadway (Paving) Per Mile - - - $84,558.81
Cost of Roadway (Safety) Per Mile - - - 40,409.63

SUMMARY OF FUNDS

Describtion	Total Cost	Federal Funds	State Funds
Roadway (Paving)	$254,522.00	$199,010.00	$55,512.00
Roadway (Safety)	121,633.00	95,090.00	26,543.00
Subtotal	$376,155.00	$294,100.00	$82,055.00
Retained in Program	4,510.00	3,500.00	1,010.00
Total	$380,665.00	$297,600.00	$83,065.00

Group 1 - 100%

Contract No. 8201

Prefix NO.: 26-1046

ST. JOHNS BR.-N.W. 31ST AVE. (PORTLAND) SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Nonparticipating - State Work

Setting Mailbox Posts (Bid Item)	2 only	50.00	$ 100.00
Furnish Mailbox Posts (E.W.)	1 only	35.00	35.00
State Responsibility for Damages	All Required		1,000.00

8301

STATE COPY

6-12-75

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 6-163

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O.M.B. No. 04-R2089

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: U-171(15) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, St. Johns Br. S.E. to 31st Avenue (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-75	3.010
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 355,739	FEDERAL FUNDS $ 278,151

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Engineer)

G. L. Green

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. U-171(15) Safety

ST. JOHNS BR.-N.W. 31ST AVE. (PORTLAND) SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Paving (M.P. 2.80 to M.P. 6.92)

Aggregate Shoulders	2,800 cu.yds.	8.25	$ 23,100.00
Class "B" or Class "C" Asphalt Concrete Mixture in Leveling and Base Course	5,400 tons	8.85	47,790.00
Class "C" Mod. Asphalt Concrete Mixture	8,800 tons	9.75	85,800.00
Asphalt Cement in Mixture	970 tons	66.00	64,020.00
Portland Cement Additive in Class "C" Modified Mixture	88 tons	48.00	4,224.00
Asphalt in Tack Coat	23 tons	150.00	3,450.00
			$228,384.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 1,500.00
Stage Construction Striping (S.F.)	All Required		1,500.00
			$ 3,000.00
	Subtotal		$231,384.00
	Engineering		23,138.00
	Total		$254,522.00

Type Code 6201
Roadway Safety (M.P. 2.80 to M.P. 6.92)

Mobilization	All Required		$ 8,480.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	700 sq.ft.	7.00	4,900.00
Temporary Plastic Safety Markers	15 only	75.00	1,125.00
Flagmen	200 hours	15.00	3,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	2,035 cu.yds.	5.00	10,175.00
Trench Excavation	160 cu.yds.	1.00	160.00
Watering	70 M-gals.	5.00	350.00
24-inch Culvert Pipe	16 lin.ft.	15.00	240.00
18-inch Sewer Pipe	2,422 lin.ft.	12.00	29,064.00

Culvert Inlets, Type G-2	13 only	265.00	3,445.00
Guard Rail, Type 1	125 lin.ft.	6.50	812.50
Guard Rail, Type 2	725 lin.ft.	10.50	7,612.50
Guard Rail Anchors, Type 1	8 only	325.00	2,600.00
Guard Rail Anchors, Type 2	1 only	300.00	300.00
Rail End Pieces, Type C	8 only	140.00	1,120.00
Concrete Curbs	152 lin.ft.	3.50	532.00
Extra for Asphalt Approaches	91 only	100.00	9,100.00
Adjusting Manholes	25 only	75.00	1,875.00
Adjusting Inlets	15 only	75.00	1,125.00
			$ 91,016.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	1,000.00
	Subtotal	$ 92,016.00
	Engineering	9,201.00
	Total	$101,217.00

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 600.00
Buttons (Striping) (S.F.)	All Required	3,500.00
Work by City of Portland (Water)	All Required	12,000.00
	Subtotal	$ 16,100.00
	Engineering	1,610.00
	Total	$ 17,710.00

Length of Project - - - - - - - - - - - 3.010 miles

Cost of Roadway (Paving) Per Mile - - - $84,558.81
Cost of Roadway (Safety) Per Mile - - - $33,626.91

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Paving)	$254,522.00	$199,010.00	$55,512.00
Roadway (Safety)	101,217.00	79,141.00	22,076.00
Subtotal	$355,739.00	$278,151.00	$77,588.00
Retained in Program	17,710.00	13,847.00	3,863.00
Total	$373,449.00	$291,998.00	$81,451.00

Group 1 - 100%

Contract No. 8201

Prefix No.: 26-1046

ST. JOHNS BR.-N.W. 31ST AVE. (PORTLAND) SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Nonparticipating - State Work

Setting Mailbox Posts (Bid Item)	2 only	50.00	$ 100.00
Furnish Mailbox Posts (E.W.)	1 only	35.00	35.00
State Responsibility for Damages	All Required		1,000.00

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 7[illegible]

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 07-07-76	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. U-171(15)
COMPLETION DATE 10-17-75	ACCEPTANCE DATE BY CONTRACT AGENCY 02-22-76	TIME ELAPSED 100 %	CONTRACT TIME 100 Calendar days
APPROVED EXTENSIONS None	LOCATION Between St. Johns Bridge - N.W. 31st Ave. on the Columbia River Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ST. JOHNS BRIDGE - N.W. 31ST. AVENUE
COLUMBIA RIVER HIGHWAY
Paving

This project provided for placement of approximately 14,200 tons of AC pavement and other miscellaneous associated work. The contract work was completed in reasonable close conformance with the approved plans and specifications on October 10, 1975 at a final cost of $338,484.85 or 11.54 percent below the authorized amount of $382,648.23.

The problems with the utility adjustments discussed in the final inspection report have been corrected in a satisfactory manner.

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant W.N. Bryant		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 7-7-76	TITLE District Engineer	DATE 7- -76 8

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY
8201

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: **Oregon**	COUNTY: **Multnomah**	FEDERAL PROJECT NO.: **U-171(15)**	URBAN ☒ RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	331,255	
21	LENGTH OF PROJECT	MILES	3.01	

DATE STARTED: **May 27, 1975**

DATE COMPLETED: **October 17, 1975**

TOTAL NO. BRIDGES:

PART B *(To be completed by Contractor. See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	3222	32,623

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	121,672
	9	PETROLEUM PRODUCTS	GAL.	9,450
	1	CEMENT	BBL.	552
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	1,395
	3	BITUMINOUS MATERIAL	GAL.	13,817
	4	LUMBER	M. BD. FT.	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LBS.	
	8	STRUCTURAL STEEL	LBS.	
	10	EXPLOSIVES	LBS.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	21
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	15,010
	15 95	AGGREGATES PRODUCED	TON CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LBS.	800
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	438
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNING	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel — 48 52 | 53 61 | 62

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		24	12
CARD J	13	CONCRETE PIPE	
		18	1982
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate [illegible] within an urban area [illegible]

All figures should be [illegible] highway department and Federal Highway [illegible] neers. The total [illegible] earnings should be [illegible] tion amount. Also the [illegible] reasonable with respect to the [illegible] large respect to the quantities of other materials. [illegible] quantity [illegible] concrete [illegible]

Generally [illegible] substantially less than [illegible] includes [illegible] not required to be reported. If [illegible] a few percent [illegible] project or the indication [illegible] that there [illegible] the figures reported [illegible] sheet of paper marked "Remarks" [illegible] actually did suffer [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates produced by the contractor shall be reported as Item 15 or 95.**

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 - Report total number of cubic yards of ready mixed concrete [illegible] estimated quantity of concrete in purchased precast units, [illegible]

Item 12 - Report total number of [illegible] bituminous paving mixtures [illegible] condition ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report [illegible] total weight of steel products not appropriate for Item [illegible] and [illegible] joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of [illegible] and bridge rail.*

Item 22 - [illegible] the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, [illegible] materials for signing and lighting and the cost of [illegible] not specifically listed hereon. Costs of equipment [illegible] and the cost of operating the equipment, [illegible] fuel and lubricants, should not be included in this [illegible] such as jackhammers, handtools, repair [illegible] considered to be supplies. Costs of such items [illegible] should not be included. The amount included [illegible] should be only the cost paid by the contractor [illegible] and should not include the costs of excavating [illegible] aggregates [illegible] and [illegible]. Wages and man hours for aggregate [illegible] be included with Item 30.

Item 23 - Report [illegible] for all types of signs including [illegible] posts [illegible] supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum [illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber u[illegible]n connection with Items 17, 18, 19, 2[illegible] and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total [illegible]tities.

GPO 881-120

FORM PR-47 (REV. 9-74)

#8201 1-16

U. S. DEPARTMENT OF TRANSPORTA N FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. J-171(15)
STATE PROJECT NO. St Johns Br-NW 31st Avenue

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. U-184

COUNTY NAME Multnomah
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/17/75

FEDERAL ROUTE NUMBER Primary Route 1

STATE ROUTE NUMBER Primary Route 2W

GENERAL LOCATION:
US 30 St John's Bridge SE-NW 31st Avenue (Portland)

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/21/75 approved this project for inclusion in the Federal-aid program.

I approve the program change adding "Adjustment of utilities including preparatory work" as requested in Mr. Rulien's 3/8/76 letter.

DATE 3/16/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8201

1

March 8, 1976

TO: G.L. Green, Division Admin.
Federal Highway Administration

FROM: L.W. Rulien
Project Management Engineer

SUBJECT: Minor Program Change
Project No. U-171(15)
St. Johns Bridge - N.W. 31st Ave. Section

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work, "Adjustment of Utilities including preparatory work."

Subsequent to submission of the program on the project it was found that adjustments of City of Portland water and sewer lines were required. The utility adjustments were included in the P.S.&E. estimate, project agreement estimate and subsequent modification of the project agreement. However, due to an oversight no previous request to include this work in the program was initiated.

Authorization to proceed with the actual adjustments of these utilities was given by your office on June 17, 1975. Therefore, we request your approval of June 17, 1975, as the effective date for this program change.

CL:jw

8201

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,000. This replaces TCD 4 213552, $100,000 which has matured. The $50,000 TCD above, combined with TCD 4 21376, $250,000, which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C.
J. Bond
R. Church
~~C. W. Head~~
C. Barrett
File Copy

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

RECEIVED

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

The amount pledged is supported as follows:

(1)	Receipt No. 205631 dated 12-30-75	$250,000
(2)	Receipt to be issued 3-1-76	50,000
	Total required	$300,000

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

RECEIVED

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: [illegible] Safekeeping Officer

CONTROL COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 2Q6145

DATE March 1, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$50,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 3/1/76 Due 3/31/76 Interest at Maturity CUSIP Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

11

RECEIVED

18-2409 6/75 ENV.

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean Van Scoy

Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED
3

8201

March 1, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On February 24, 1976, we wrote to you concerning release of final payment on Contract No. 8201 awarded to Cascade Construction Company, Inc., for work on the St. Johns Br.-N.W. 31st Ave. (Portland) Section of the Columbia River Highway in Multnomah County.

The total amount of this contract is $305,500.18 including $1,836.60 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Cascade Construction Co., Inc.
S.W. Abernethy St.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Building
Portland, OR 97205

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8201

1-80

NARRATIVE REPORT

REFERRED TO
Board Reed
Cole Sample
Eriksen [✓ Watson] W
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

St. Johns Bridge - N.W. 31st Ave.
Contract No. 8201
Columbia River Highway

This was a Safety overlay project using Class "C" Modified Asphalt mixture. With some minor drainage and guard rail work included.

The contract was awarded to Cascade Construction Co. on May 23, 1975 for the amount of $ 319,500.00 and was completed on Oct. 17, 1975 at a cost of $ 305,087.24.

The main overlay was done with C Modified Asphalt mixture using AR 4000 asphalt. The pavement width changed quit frequently. To overcome the problems created by the variable widths the contractor elected to use two paving machines in tandem both equiped with hydraulic screeds. This allowed him to pave from the centerline across both travel lanes and shoulder in one pass.

We encountered very few problems with the "C" Mod. Mix. We didn't encounter any boil problems. The mix could be raked on vertical joints. We found that the mix cooled too fast to allow hot laps.

We used Tack at a rate of 0.1 gal. per sq. yd. to start with, this heavy rate created many problems both with our hauling vehicles and the traveling public. We lowered this rate down to about 0.065 gal. per sq. yd. and our problems decreased dramatically.

Do to the contractor work load and the plant changes that are necessary to produce C Mod. mix. He did most of the overlay work on Saturdays.

There was a great number of water valve boxes and manholes that had to be adjusted. The City of Portland insisted on doing this work with their forces. Most of these were located in the travel lanes and couldn't be adjusted very fair in advance of the paving. They were not able to keep up with the paving operation so most adjustments were made after the paving was done. This resulted in a very poor ride over some manholes and valve boxes.

#8201

5

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

Contract	Current Amount	Matured Amount	Increase (Decrease)
8127	$188,000.00	$193,000.00	($ 5,000.00)
8064	68,000.00	66,666.67	1,333.33
8084	5,000.00	58,333.33	(53,333.33)
8136	43,000.00	41,000.00	2,000.00
8180	15,000.00	15,000.00	--
8201	15,209.47	16,000.00	(790.53)
unallocated	15,790.53	--	15,790.53

NOTED
C. W. HEAD

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

Enclosure
cc: Cascade Constr. Co.

Form 81-734 3122

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205631

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 5.625% Dated 12/30/75 Due 3/31/76 Interest at Maturity Ctf. No. 4 210622 @ 250M; n/o Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 6/75 ENV. 31-3/9 HEAD OFFICE PORTLAND

CUSTOMER COPY

8

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205630

DATE December 30, 1975

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 1/30/76 Interest at Maturity Ctf. No. 4 210621 @ 100M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.25% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

13-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

820 1

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: St. Johns Br.-N.W. 31st Ave.	WEEK ENDING: Oct. 18, 1975
		SECTION PREFIX: 26-1046
	HIGHWAY: Columbia River	COUNTY: Multnomah
NAME OF JOB: St. Johns Br.-N.W. 31st. Ave.	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 8201	FEDERAL AID PROJECT NUMBER: U-171(15)
DATE OF CONTRACT: May 23, 1975	DATE WORK STARTED: May 27, 1975	ESTIMATED COMPLETION DATE: Oct. 75
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED: CALENDAR DAYS USED: 100
PROJECT AUTHORIZATION: $ 382,648.23	SPECIFIED COMPLETION DATE: Sept. 18, 1975	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 352,306.08	ENGINEERING AUTHORIZATION: $ 30,342.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 304,000.00	ENGINEERING COST TO DATE: $ 28,620.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
ESTIMATED PERCENT OVERRUN UNDERRUN: 14 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: Oct. 17, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
none	100	100	0	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	399c.y.				14,975 ton
TOTAL QUANTITIES CORRECTED TO DATE	399c.y.				14,975 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	399c.y.				14,975 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

1 Truck, 1 paver mach., 1 Roller, 1 Pickup, 1 Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Showers	0		
MONDAY	13	Showers	0		
TUESDAY	14	Partly Cloudy	0		
WEDNESDAY	15	Showers	0		
THURSDAY	16	Cloudy	1		
FRIDAY	17	Cloudy	1		
SATURDAY	18	Cloudy	0		

K

RECEIVED
OCT 21 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg
Walker

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No Activity
MONDAY 13	No Activity
TUESDAY 14	No Activity
WEDNESDAY 15	No Activity
THURSDAY 16	Patched a low area in the left travel lane on Extra Work.
FRIDAY 17	No Activity
SATURDAY 18	No Activity

REMARKS

SIGNED Paul R. Barnhart LOCATION Portland
Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8201

bc: C. H. Head
J. Bond
C. Barrett
R. Church

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

Contract	Current Deposit	Matured Securities	Net Increase
8064	$66,666.67	$66,666.67	---
8084	58,333.33	58,333.33	---
8127	84,000.00	45,000.00	$39,000.00
8136	10,000.00	10,000.00	---
8180	15,000.00	15,000.00	---
8201	16,000.00	16,000.00	---
Total	$250,000.00	$211,000.00	$39,000.00

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Const. Co.

Form 81-734-2122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

Contract #8127	$ 84,000.00
Contract #8064	66,666.67
Contract #8084	58,333.33
Contract #8136	10,000.00
Contract #8180	15,000.00
Contract #8201	16,000.00
	$250,000.00

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

RECEIVED
SEP 30 1975
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204859

Copy

DATE 9/29/75

For The Account of:
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit Dept

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 6.75% Dated 9/29/75 Due 12/30/75 Interest at maturity CUSIP Cert #4 199166 @ 250M; n/o Cascade Construction Company, Inc.

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8201

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 10, 1975
Salem, OR, 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: File

SUBJECT: Requested Guardrail Installation
St. Johns Br.-N.W. 31st Ave. Sec.
Columbia River Highway
Multnaomah County
Contract No. 8201

NOTED
E. S. HUNTER

At the request of Ed Hardt I had a conversation with Les Kroft, Engineer, Public Works, with the Burlington Northern Railroad in Portland about their request for a guardrail installation along N.W. St. Helens Rd. I advised him that our Resident Engineer had met with indifference on the part of the Burlington Northern in removing the necessary spur trackage so that the guardrail installation could be installed. I further told Mr. Kroft that the contract project was approaching its end and that the funds available for the guardrail installation had to be authorized now or funds would not be available in the future. Ed Hardt had advised me that no other funds would be available in the forseeable future to accomplish this work after the contract is complete.

Mr. Kroft stated that he would recontact his people and see if they were still desirous of our installing of the guardrail. He said he would inform them of the necessity of removing the spur track so that the guardrail could be accomplished and would receive from his people a committment that the track would be removed prior to requesting further work by us on this matter. I told Les that as of now we would assume that this is a dead issue and would pursue it no further.

Mr. Kroft apologized to me for the lack of cooperation on the part of the Burlington Northern people and thanked me for the work we had done in their behalf. He said that if they wanted to pursue this matter he would contact me in the near future.

JEC:jk

cc: E. S. Hunter
J. H. Versteeg
E. L. Hardt
J. B. McClure
Paul R. Barnhardt

RECEIVED
STATE HWY ENGR
SEP 10 '75
REFER TO
FOR
Info Inves R/D D/R Sig All File

RECEIVED
SEP 11 1975
Office of
Assistant State Highway Engineer

8-4-75

B

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

#8201

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-171(15)

STATE PROJECT NO.: St. Johns Bridge - N.W. 31st Ave.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-184

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: June 17, 1975

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Columbia River Highway Route 2W

GENERAL LOCATION:

Portland, Oregon

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our July 18, 1975 letter of approval PR-1240 authorized adjustment of the city of Portland's water facilities at an estimated cost of $8,762.92. We hereby increase that authorization by $7,794.92 for a new total estimated cost of $16,557.84 - federal funds $12,947.00.

8-6-75
ORIGINAL TO
L. W. Rulien

NOTED
E. S. HUNTER

DATE: 8-4-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible]

7-[illegible]

R

U. S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: U-171(15)

STATE PROJECT NO.: St.Johns Br.-NW.31st Ave.Sec

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: U-184

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
TATE HWY ENGR
JUL 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: June 17, 1975

FEDERAL ROUTE NUMBER: Primary Route No. 1

STATE ROUTE NUMBER: Columbia River Highway Route 2W

GENERAL LOCATION:

Portland, Oregon

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for City of Portland Sanitary Sewer effective June 17, 1975. Reimbursement on an agreed lump sum basis of $2,001.99 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
R. L. SCHROEDER

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the city of Portland consisting of your Utilities and Railroad Engineer's letter, the city of Portland's June 9 letter, and the plans and estimate furnished by Mr. Preston's July 10, 1975 letter. Mr. Ted Inloes affidavit of city of Portland property rights is acknowledged.

[illegible]
Copy [illegible]
7-23-75

DATE: 7-22-75

SIGNATURE OF APPROVING OFFICIAL: C K Burghardt for

TITLE: Division Engineer

ORM PR-1240
EV. 3-7[illegible]

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#5201 7-18-75 R

U. S. DEPARTMENT OF TRANSPORTA A FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
U-171(15)

STATE PROJECT NO.
St.Johns Br.-NW 31st Ave

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☒ XX 2.

PROGRAM NO.

ITEM NO.
U-184

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR
JUL 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
June 17, 1975

FEDERAL ROUTE NUMBER
Primary Route No. 1

STATE ROUTE NUMBER
Columbia River Highway Route 2W

GENERAL LOCATION:
Portland, Oregon

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for City of Portland water facilities effective June 17, 1975. Reimbursement on an actual cost basis estimated to be $8,762.92 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
R. L. SCHROEDER

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Approval and participation for the eligible portion of the work authorized above
is subject to the provisions of the Federal-aid Highway Program Manual. We
approve the agreement with the City of Portland consisting of your Utilities
and Railroad Engineer's letter, the City of Portland's June 12, 1975 letter,
and the plans and estimate furnished by Mr. Preston's July 9, 1975 letter.
Mr. Ted Inloe's affidavit of City of Portland's property rights is acknowledged.

[illegible]

DATE
7-18-75

SIGNATURE OF APPROVING OFFICIAL
CR Burghardt

TITLE
Division Engineer

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5901

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 9, 1975

United States National Bank of Oregon
321 SW Sixth Avenue
Portland, OR 97208

Attention: E. F. Koch

Subject: Cascade Construction Co.
Contracts: 8127, 8180, 8201

We acknowledge receipt of your Safekeeping Receipt No. 204110, covering certificates of deposits assigned to the Highway Division in lieu of retainage. The $56,000 amount will be applied to contracts with Cascade Construction as follows:

Contract	Certificate #	Amount
8127	4 190468	$ 25,000
8180	4 190469	15,000
8201	4 190470	16,000

These certificates should not be released to the contractor except upon written notification from the Highway Division.

Vernon E. Skoog, Controller

by

R. J. Hacek
Accounting Systems Officer

JP:njc

cc: Cascade Construction Co.

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

July 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204110 in amount of $56,000.00 on which is indicated the assignment to the Oregon State Highway Division.

The $25,000.00 C/D represents contract #8127 for Cascade Construction Company. The $15,000.00 C/D represents contract #8180 for Cascade Construction Company. The $16,000.00 C/D represents contract #8201 for Cascade Construction Company.

Very truly yours,

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

ltr 7/8

CUSTOMER COPY No. 8

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

COPY

RECEIPT NO. 204110

DATE 7/2/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Cascade Construction Co. Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned To Oregon State Highway Division

DEPOSITED BY: Dom Exch.

$56,000.00	USNB of Oregon Nonnegotiable Time C/D 5.50% Dated 7/2/75 Due 9/30/75 Interest Payable At Maturity Cert # 4 190470 @ 16M; 4 190468 @ 25M, 4190469 @ 15M N/O Cascade Construction Company, Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

16-2499 4/74 ENV. 31-329 HEAD OFFICE PORTLAND

Contract 8201

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

May 23, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
St. Johns Bridge-NW 31st Avenue
Columbia River Highway
City of Portland
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 1 : E. L. Hardt
District 2b : J. D. McClure

RECEIVED
MAY 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] MANAGEMENT SECTION
ACTION
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
[illegible] CONTROL
[illegible] SCHEDULE
REMARKS:
MAY 27 1975

APPROVED
E. S. Hunter
Date 5-27-75

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 1, 1975

A. PROJECT IDENTIFICATION

U-171 (15)

Name of Project St. Johns Bridge-N.W. 31st Avenue (Portland) Section
(Section)

Location of Project - Columbia River Highway (Highway Name) U.S. 30, ORE 2 (Highway No., US - ORE)

Portland (City) Multnomah (County) METRO (Region)

Program FAU (Funding) $415,000 (Estimated Cost) --- (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to restore sinking pavement, remove roadside obstacles, improve drainage, and add skid resistant pavement. These improvements will increase traffic safety.

Origin and History: Defective pavement and drainage problems have created an need for the project. In addition, federal funds have recently become available to complete the project. The two no-work areas (see map) not included in the project have already been restored. This project will complete this section.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3.01 miles

Termini M.P. 2.80 - M.P. 6.95
(no work will be done in areas between M.P. 4.07-M.P. 4.49 and M.P. 6.20-M.P. 6.92).

Alignment (new or existing) The project requires work to be done on the existing alignment.

CATEGORY
3 PROJECT
non-major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way is not required.

Typical Section Four 11.5-foot travel lanes, 4-foot - 10-foot variable shoulders.

Bikeway Bikeway plans are not included in the project proposal.

Structures No structures will be modified.

Additional Facilities Culverts, drainage pipes and guard rails will be replaced.

Access Control Access will not be changed by the project.

Materials To be supplied by contractor.

Borrow and Waste Disposal To be handled by contractor.

Special Construction Methods None are required.

Characteristics (ADT) M.P. 2.88 ADT - 78,200
M.P. 6.93 ADT - 27,900

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

This overlay project does not require location or design alternatives.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies None anticipated.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None anticipated.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization____________

☐ Reconnaissance____________

☐ Field Location____________

☐ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The natural setting of the project area is one of steep hill faces dropping to flat river bank lowland. The Tualatin Mountains, part of the hills surrounding west Portland, line the west bank of the Willamette River north of Portland. The crest of these mountains is parallel to the river and drop steeply to the river. A narrow strip of lowland extends from the hills to the river bank. This lowland is marshy and several small lakes are located in the strip. These marshes and lakes result from proximity to the river, from drainage off the hills and from man-made modifications. The hills are vegetated by pine and some deciduous trees, thick under brush and native flora. The land along the river has been denuded of its natural vegetation.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use through the project area is limited by the natural setting. The hills are crested by Lief Erikson Drive and a few roads connect the drive with U.S. 30. A small number of residences can be found along the drive and at certain points along the west side of U.S. 30, but a majority of the slope is to steep for development. The east side of the highway and flat areas on the westside is used exclusively for industrial purposes. Warehourse, rail alignment, storage tanks, and wharfs characterize the area. Noise is unusually high due to industrial proximity and trucks on the highway. Air quality is also poor due to the intense use of the industrial area and trucking route and the blocking of air flow by adjacent hills.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
No additional right-of-way is required.

Consequences:

2. Estimated Changes in Traffic Patterns:
Traffic patterns will not be affected.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Land use is not anticipated to change.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects on natural ecological resources are anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects are cultural and scenic resources are anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Areas of critical environmental concern can not identified.

7. Potential for Controversial Issues:

None can be identified.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

   This project is anticipated to improve the environment although the standards may not be reached.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ XX Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

INDEX OF SHEETS	
	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A	Details
2B	Construction Table

STATE OF OREGON

STATE HIGHWAY DIVISION

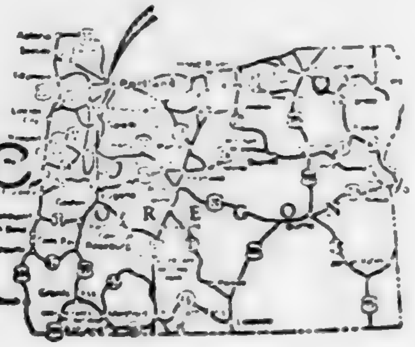
PLANS FOR PROPOSED PROJECT

ST. JOHNS BR. ~ N.W. 31ST AVE. (PORTLAND) SEC.

COLUMBIA RIVER HIGHWAY

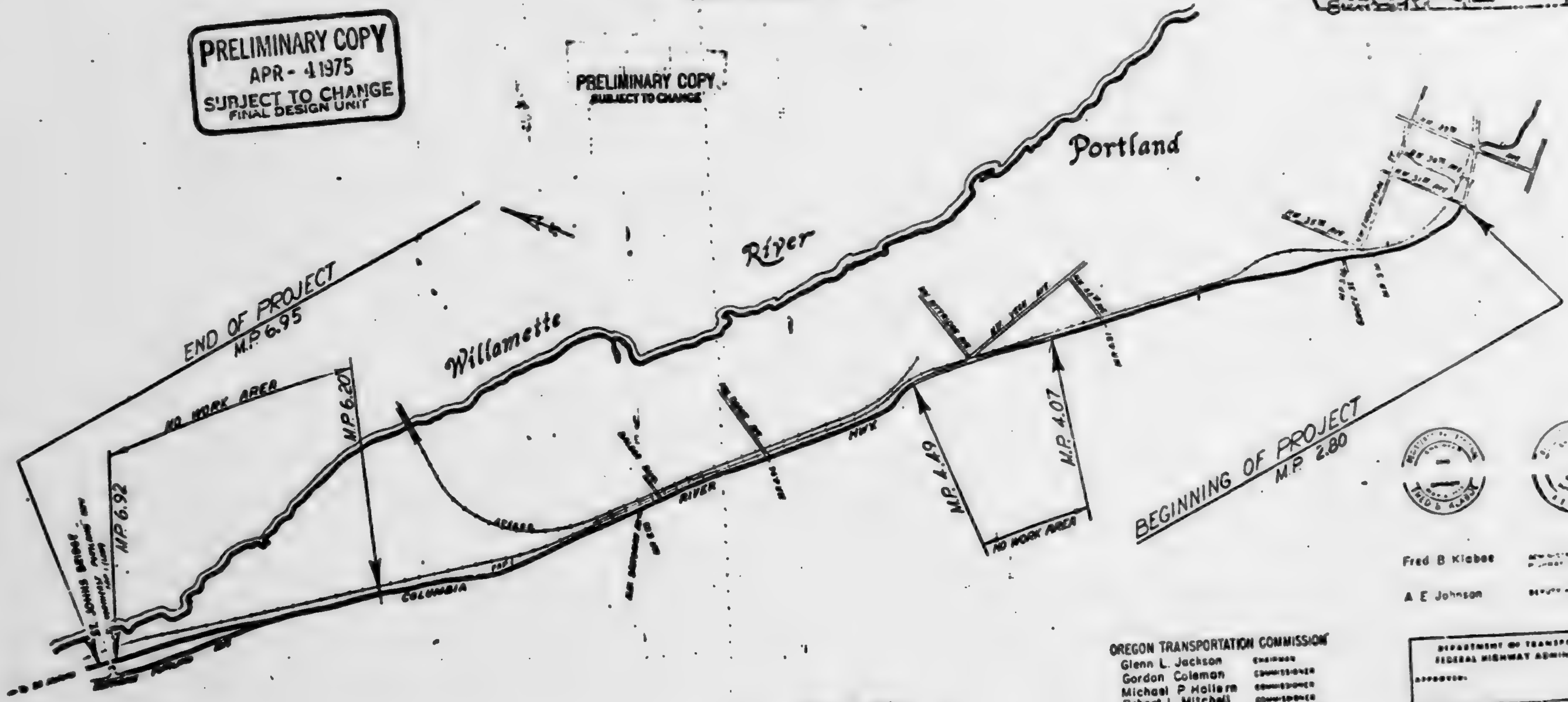
MULTNOMAH COUNTY

ST. JOHNS BR. ~ N.W. 31ST AVE. (PORTLAND) SEC. COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				
FED. ROAD DIV. NO.	STATE	[illegible]	[illegible]	[illegible]
10	OREGON			



PRELIMINARY COPY
APR - 4 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
Scale [illegible] Feet

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson — Chairman
Gordon Coleman — Commissioner
Michael P. Hollern — Commissioner
Robert L. Mitchell — Commissioner
Tom Walsh — Commissioner
George M. Baldwin — Director of Transportation

Fred B. Klaboe — [illegible]

A. E. Johnson — [illegible]

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
_______________ DISTRICT ENGINEER _______________ DATE

1301

FORM FHWA 121 (Rev. 5-

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 16, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project U-171(15)
St. Johns Bridge-N.W. 31st Avenue Section
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment has been reviewed and found acceptable. This office concurs with the finding that the project is a non-major action.

for Valach
G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

[illegible]
L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 20 '75
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Ans | [illegible]

NOTED
E. S. HUNTER

5-21-75
ORIGINAL TO
L. W. Julien
to handle.

RECEIVED
MAY 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-30-7

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-171(15)

STATE PROJECT NO.: St. John's Bridge SE-NW. 31st Avenue

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-184

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 5'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED S. HUNTER

DATE PS&E APPROVED: April 23, 1975

DATE AUTHORIZATION EFFECTIVE: April 23, 1975

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Primary Route 2W

GENERAL LOCATION: U.S. 30, St. Johns Bridge SE-NW. 31st Avenue (Portland)

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL DESCRIPTION OF WORK: High type pavement overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*)

Temporary Erosion Control $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with item listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-5-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE: 4-30-75

SIGNATURE OF APPROVING OFFICIAL: CK Burghardt

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

4-21-75

Transaction Number 4-102

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-21-75

BY (Signature): L. W. Rulien's April 15, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 184 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
184	U 171 (15)	3.01	430,500	336,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
St. Johns Bridge - NW 31st Avenue (Portland) Section Multnomah County State of Oregon	High Type Pavement Overlay

RECEIVED
STATE HWY ENGR
APR 23 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File ✓

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

As requested in Mr. Rulien's April 15, 1975 letter I concur that the roadway section stated on the back of the PR-1 is satisfactory for this project. I also concur that it qualifies for the timesaving procedures of FHPM 6-8-2.1 as a non-major action.

4-24-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-21-75	CKBurkhardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

R

Transaction Number 4-102

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 4-21-75

BY (Signature) L. W. Rulien's April 15, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 184 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
4	U 171 (15)	3.01	430,500	336,600	St. Johns Bridge - NW 31st Avenue (Portland) Section Multnomah County State of Oregon	High Type Pavement Overlay

RECEIVED
STATE HWY ENGR
APR 23 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File ✓

REMARKS (Division)

As requested in Mr. Rulien's April 15, 1975 letter I concur that the roadway section stated on the back of the PR-1 is satisfactory for this project. I also concur that it qualifies for the timesaving procedures of FHPM 6-8-2.1 as a non-major action.

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE 4-21-75

SIGNATURE AND TITLE
for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

4-21-75

8201

8' 91

R

~~PHO 6-2~~

Robert W. Straub
xxxxxxxxxx

April 15, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-171(15)

We are submitting program data for one project, Item No. 184, Project No. U-171(15), "St. Johns Bridge-N.W. 31st Avenue (Portland) Section", which we desire to have included in the Federal Aid Urban Extension Highway program.

It is our intention to receive bids for this project on May 22, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We further request your concurrence that the project falls in the classification of non-major action as set forth in FHPM 7-7-2, par. 10e based on the "State Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provides substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Att.

DRH:ljt

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. April 15, 1975

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30, St. Johns Br., SE to 31st Ave(Portland 65	ADT	PRESENT 18,000 DHV - 1700	FUTURE (66) 31,000** (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 High-Type Pavement Overlay 62	NATL. FOREST (63) (64)	FH ROUTE NO. (65) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 U-	NUMBER 23 171	SEQ. (1

CARD	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Multnomah				CODE 051 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 1 (32)	STATE 2W (36)	U.S. (37) 30 (41)	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					PE		US 30, St. Johns Br. SE to 31st Avenue (Portland) (approx. 4.15 mile)					
5					ROW							
5					CONST (CODE) (Safety) 6201		"St. Johns Br.-N.W. 31st Ave. (Portland) Section"	*3.01	430,500	336,600	93,900	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	*3.01	430,500 (19) (23)	336,600 (24) (33)	93,900	
1	14	PROGRAM APPROVAL DATES					REMARKS	

* Intermittent sections
** Assumes I-505 not const.

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USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

April 15, 1975

T LOCATION (45 typewriter spaces) 30, St. Johns Br., SE to 31st Ave(Portland (65)	ADT	PRESENT 18,000 DHV - 1700	FUTURE (66) 31,000** (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN CODE (4) 032 (9)

RK (35 typewriter ent Overlay 62	NATL. FOREST (63) (68)	FH ROUTE NO. (69) (98)	SUPV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 U- 23	NUMBER 7 171

SEQ. NO. (15) 18 (24)

POST MI. DESIG.

COUNTY NAME Multnomah CODE 051 (14) (16)

Urban Extension

ROUTE NO. P FEDERAL-AID 1 (32) STATE 2W (36)(37) U.S. 30 (41)

PROGRAM ST ☐ 1 OR ☒ X

Portland

ESTIMATED PROJECT COST BY PHASES

ORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 30, St. Johns Br. SE to 31st Avenue (Portland) (approx. 4.15 mile)						High-type Pave overlay of exis 4-lane facilit vision of channel tions, safety rev sions of guardrai incidental work to this type proje RR protective serv as required.
OW								ROW - 60' min. Access Contro Parking Restri Partial.
ONST ODE) afety) 201		"St. Johns Br.-N.W. 31st Ave. (Portland) Section"	*3.01	430,500	336,600	93,900		
		PROJECT TOTALS	*3.01	430,500 (16) (23)	336,600 (24) (33)	93,900		

REMARKS

ROVAL DATES

* Intermittent sections
** Assumes I-505 not const.

(over)

USCOMM DUSCOMM-DC 48303-P

St. Johns Br.-N.W. 31st Ave. (Portland) Section
Project No. U-171(15) Safety

EXISTING FACILITIES:
Roadway - 4-lane bituminous surfaced roadway.
Railroad - Burlington Northern (8P-003.40-C)
No. of Tracks . . . . .One
No. of Trains . . . . .4 switch per day.
No. of high-speed trains. . . . .None
Existing Crossing Protection. . .None

ADJACENT FACILITIES: Four-lane bituminous surfaced roadway.

PROJECT DATA: The work consists of resurfacing with high-type pavement overlay the existing facility providing a four-lane section varying in width from approximately 44 feet to 64 feet, safety revisions of channelizations, guardrail (e.g., installation and modification) and other incidental work common to this type of project. R.R. protective service as required.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project concurred in by the FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Public Hearings- - Not required under provisions of FHPM 7-7-5, Par. 6c.
Location/Design- - Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of a vehicle to hydroplane in wet weather becaus of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.

8202 M.P. 102.0-Otis Jct Sec on 1975
Oregon Coast & Salmon R Hwys
(Guardrail and signing)

8202

THE PIHAS, SCHMIDT, WESTERDAHL COMPANY
Marketing • Advertising • Public Relations • Government Relations • Management Counsel
520 S.W. Yamhill Street, Suite 430
Portland, Oregon 97204 (503) 228-8396

March 18, 1977

RECEIVED
[illegible] 23 1977
CONSTRUCTION
SECTION
Kenney
Bond
Jackmond
Heywood
Johnson
Walker
Richards
Gunn
Berg

Mr. John A. Bond
Administration Engineer
Oregon State Highway Division
504 Executive House
325 - 13th Street, N.E.
Salem, Oregon 97310

Dear John:

FENTRON HIGHWAY PRODUCTS REQUEST FOR TIME EXTENSION, FOSTER-CAUSEY OSHD 8127, OTIS JUNCTION OSHD 8202, SALEM-HUBBARD OSHD 8228, CORVALLIS-ALBANY OSHD 8227

Attached is the time line showing the ripple effect of these four projects as we discussed at our meeting. On further research, I believe the following facts will help clarify the reasons for the delays in delivery.

All contracts involve two items, cantilevers and sign bridges. All cantilevers contained in the four contracts were of the new mono-tube type design and all sign bridges, with the exception of Otis Junction, were also of the new type design. The Otis Junction sign bridge was of the old pipe type design.

As I'm sure you're aware, any new type of design creates a multitude of problems. In this particular case, the new designs had numerous small problems, for example, electrical conduits did not meet the electrical codes. While each design change required as a part of this contract was reasonably small, each change requires a substantial amount of time for transit to Salem, plus design section review and return travel. There were so many small changes that in aggregate, they added up to major delays.

It was the result of a number of initial small design changes that caused Fentron to request a change to galvanizing of the sign bridges in lieu of painting. This was because the original contract was scheduled for completion during the summer, which allows painting in Oregon's climate. However, the number of small design changes caused enough delays that it was recognizable early in the project that painting would be precluded because of late fall and winter weather. Therefore, Fentron Highway Products requested a change to galvanizing, which further caused a number of additional design changes.

As you can see from the attached time line, the actual delivery dates are in the same sequence as the scheduled delivery dates, only pushed back approximately nine months. The one exception is Otis Junction, which was delayed because of the new cantilever designs and was delivered substantially earlier because a change in cantilever design was resolved much earlier.

To the best of our information, there have been eight sign bridges contracted in the state which are of the new mono-tube design. Fentron Highway Products has received the contract for six of these. The other two were done by Unruh in Eugene and Aska in Hillsboro. Both firms realized substantial difficulties in constructing the mono-tube type sign bridges. In fact, Unruh had enough difficulty in construction that it was forced to entirely rebuild the structure after its initial completion, and it suffered not only substantial delays in delivery, but also, we understand, had severe financial difficulties in fulfilling the contract. In fact, Unruh went out of business shortly after completion of its sign bridge.

Aska also had substantial difficulties in fabricating the new mono-tube sign bridges. Delivery was six months late, and it incurred approximately a 50 percent financial loss on the project. Aska was a beneficiary of a number of Fentron's design changes but due to weather was able to paint the center section of the sign bridge. The remainder of the sign bridge was galvanized.

his one [illegible] cantilever
J.B.

You indicated in our conversation that Portland Wire and Iron had constructed one of the new design sign bridges. We contacted Bob Svoda at Portland Wire and Iron and he told us it had never fabricated a mono-tube type sign bridge.

Given the problems inherent in the design of the initial sign bridge, and the resulting ripple impact that this had on all four Fentron contracts, we request the following:

--That all jobs be considered as one for the purpose of reviewing the time extension request.

--That galvanizing, while at the request of Fentron Highway Products, was necessitated by delays experienced resolving the sign bridge design, and thus was done at the request of the Oregon State Highway Division.

--That all time extension requests be granted to Fentron Highway Products.

We stand ready to provide you with additional information as may be required.

Sincerely,

Walt

Walter A. Hitchcock

WAH:gb
Enclosure

☆U.S. GOVERNMENT PRINTING OF. ICE: 1974 — 732 - 626

State

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HNO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Tillamook Lincoln	DIVISION Oregon
DATE OF REPORT 1-11-77	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. R[illegible]S-153(7)
COMPLETION DATE 2-27-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-18-76	TIME ELAPSED 111 %	CONTRACT TIME 200 Cal. days
APPROVED EXTENSIONS 30 Cal. days	LOCATION Salmon River Hwy & Oregon Coast Hwy. at Otis Junction		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST AND SALMON RIVER HWYS.
MP 102.0 to Otis Junction
Guardrail and Signing

The project is located approximately seven miles north of Lincoln City. The work consisted of the construction of guardrail and the installation of highway signs.

The project was completed on February 27, 1976, using 256 calendar days. The project was set up for 200 days and an extension of 30 days has been granted. Liquidated damages of $2600 have been assessed.

The final contract amount was $110,500 + which is a 2% overrun.

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO

COPY SENT
JAN 13 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL Original signed by [illegible] Dist. Engineer P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1-13-77	TITLE District Engineer	DATE 1-13-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

[illegible] STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. [illegible]

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2, 4, 5, 8, 9, 12, 13, 15, 16, 18, 19, 22, 23, 24, 25, 27, 28, 30, 31, 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Tillamook	FEDERAL PROJECT NO. ROS-153(7)	URBAN ( ) RURAL (X)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y101	
20	FINAL CONSTRUCTION COST	DOL	109,485	
21	LENGTH OF PROJECT	MILES	0	

DATE STARTED: July 2, 1975
DATE COMPLETED: February 27, 1976
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor. See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	1,070	10,873

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL	69,854	
	9	PETROLEUM PRODUCTS	GAL	3,350	
	1	CEMENT	BBL		
CARD C	2	AGGREGATES PURCHASED	TON		
	92		CU YD	40	
	3	BITUMINOUS MATERIAL	GAL		
	4	LUMBER	THOUS BD FT		
CARD D	5	TIMBER PILING	LIN FT		
	7	REINFORCING STEEL	LB		
	8	STRUCTURAL STEEL	LB	35,464	
	10	EXPLOSIVES	LB		
CARD E	11	READY MIXED CONCRETE	CU YD	41	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU YD		
CARD F	16	MISCELLANEOUS STEEL	LB		
	17	FENCING	LIN FT		
	18	GUARDRAIL	LIN FT	2,596	
	19	BRIDGE RAIL	LIN FT		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL	63,950	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL	9,355	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel — 48, 52, 53, 61, 62

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	40
		24	60
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

V. E. Skoog
C. O. Fredrickson

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers **more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project.** In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate [illegible] work within an urban area [illegible]

All figures should be [illegible] State highway department and Federal Highway Administration [illegible] neers. The total [illegible] earnings should [illegible] tion amount. Also [illegible] reasonable with respect to the [illegible] respect to the [illegible] quantity [illegible] concrete [illegible]

Generally, the total cost of [illegible] substantially less than the [illegible] includes costs of [illegible] not required to be reported [illegible] a few percent [illegible] the indication [illegible] that there is [illegible] the figures reported [illegible] sheet of paper marked "Remarks" [illegible] actually did suffer a [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." Report official roadway mileage [illegible] bridge mileage

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion [illegible] factor of 8 pounds of grease per gallon.

Item 10 Report total number of pounds of explosives, exclusive of [illegible]

Item 11 [illegible] total number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units, [illegible]

Item 12 [illegible] bituminous paving mixtures [illegible] ready for placement as they [illegible]

Item 13 Report by size, regardless of class, type, gauge or coating, total number of linear feet of [illegible] and reinforced concrete drain and [illegible]

Item 14 Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 [illegible] weight of steel products not appro [illegible] and [illegible] joint devices, tubular piling, etc.

Items 17, 18 and 19 Report total length, in linear feet, of all types of [illegible]

Item 22 [illegible] cost, at the jobsite, of all construction [illegible] purchased for and used on the project, [illegible] for signing and lighting and the cost of [illegible] materials and supplies not specifically listed thereon. Cost of equip [illegible] rental and the cost of operating the equipment, [illegible] and lubricants, should not be included in this [illegible] equipment such as jackhammers, handtools, repair [illegible] considered to be supplies. Costs of such items [illegible] not be included. The amount included [illegible] should be only the cost paid by the con [illegible] should not include the costs of excavat [illegible] loading and hauling. Wages and man hours for aggre [illegible] included with item 30.

Item 23 [illegible] types of signs including [illegible] Do not include traffic [illegible]

Item 24 Report [illegible] highway and bridge lighting [illegible] standards, wiring, switches, luminaires, [illegible] traffic signals.

Item 25 Report [illegible] number of linear feet of corrugated alumi [illegible]

Item 26 Report [illegible] number of linear feet of cast iron pipe.

Item 30 - Report total man hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

[2]Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8202

15

August 13, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $3,000 will be made to Coral Corporation on Contract No. 8202 for work on the M.P. 102.0-Otis Junction Section of the Oregon Coast and Salmon River Highways in Tillamook and Lincoln Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $108,283.60 including the post-final payment. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

2:2 p

July 29, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8202 for work on M.P. 102-Otis Junction on the Oregon Coast and Salmon River Highways in Tillamook and Lincoln Counties.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 30 days is granted for the changes in sign structures requested by the State. This is on the basis of 10 days each for three changes.

Other changes at the request of the contractor, or delays from other fabrication problems, are not believed to be valid reasons for extension. This leaves 26 days' liquidated damages in effect at $100 per day.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
C. O. Fredrickson "

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 23, 1976

In reply refer to: 1041B.2

SUBJECT: ROS-153(7)
M.P. 102-Otis Junction Section
Contract No. 8202
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your letter of July 14 requests an extension of time on the subject project due to delays caused by design changes. The contractor, Coral Corporation, overran the specified completion time by 56 calendar days.

Several design changes made in the new sign bridge and cantilever sign structure for this project were initiated by the Oregon State Highway Division. These changes caused a delay in completion of the project of 30 calendar days. For this reason, we concur in a 30-day time extension, leaving 26 days liquidated damages still in effect.

G. L. Green

Cy [illegible]

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 14, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Time Extension Request
M.P. 102 - Otis Junction Section
FAP No. ROS-153(7)
Contract No. 8202

Coral Corporation requests a complete time extension of 56 days on this project because of delay in delivery of metal sign structures. This contract included the furnishing and installation of a new sign bridge and a new cantilever sign structure at Otis Junction.

There were changes made in the two structures at the request of both the State and the fabricators. A listing of the changes is attached. The monotube cantilever is a new design and the State has required some changes in it. Altogether, the three State-sponsored changes could justify 10 days each for required approvals and scheduling.

We therefore ask your concurrence in a 30-day extension. This leaves 26 days' liquidated damges in effect at $100 per day. This project has Federal ROS funding.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Att.

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

Contract	Changes Category 1 1)	 Category 2 2)	Fabrication Time Required Compared to Original Cont.
Otis Junction-MP 102 (8202) Cantilever (Monotube)		7-75 Change in longitudinal seam weld and elimination of 3/16" fillet weld for length of back-up angle At contractor's request, approved after demonstrated effectiveness.	Less
		7-75 Relocated handholes at contractor's request.	Same
	11-75 Change in weld at arm mounting plate to post connection requested by contractor after contract detail was shown to be in error. Time was required for submission and approval. Fabrication time is about the same.*	11-75 Electrical conduit in arm tube was eliminated to Contractor's request. This is also a design improvement.	Less *Same
	1-76 Detail change for grinding and shaping bottom end of seam weld back-up stiffening angle for post. This was State request to reduce stress riser situation.*	1-76 Correction for mislocated bolt holes in arm connection plate. Contractor responsible for correct fit up.	More (1 day) *More (1 hour)

Contract	Changes		Fabrication Time Required Compared to Original Cont.
	Category 1 1)	Category 2 2)	
Sign Bridge (Truss)	9-76 Elimination of all interior diagonal braces except at truss ends. This is a State design change to eliminate stress problems during galvanizing. This is also an improvement in the truss appearance. *	9-76 Added chord field splices to facilitate galvanizing at contractor's request. Fabrication and erection time would be increased but some possible time saving by not having to ship farther for galvanizing.	More (1 week) *Less
		9-76 Relocated truss to post connection to facilitate galvanizing at contractor's request.	Less
		11-75 Additional welded shop splices were accepted after the fact, pending satisfactory testing. Tests indicated extensive defects which were considered unrepairable by the State because of the location at panel points. Relocation of these welded splices was then required by the State. Longer pipe sections which were available to the Contractor would not have required any of the above work. Also if the above splices had been shown on submitted shop details as required by the specifications, the error could have been corrected before fabrication.	More (3 weeks

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 9, 1976

FILE: CON 5 #8202

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: M.P. 102 - Otis Junction
Contract No. 8202
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Coral Corporation requests a complete time extension of 56 days on this project because of delay in delivery of metal sign structures. This contract included the furnishing and installation of a new sign bridge and a new cantilever sign structure at Otis Junction. Coral ordered both structures from Fentron Highway Products and Fentron in turn secured the sign bridge from Tompsett-Hogan Manufacturing Company at Madras. There were changes made in the two structures at both the request of the State and the fabricators with more of the changes being at the request of the fabricators. Welded shop splices, and added chord field splices to facilitate galvanizing were apparently particularly troublesome. These were fabrication problems and not design changes imposed by the State.

We get into a specification interpretation here which has been giving us frequent trouble in considering the merit of contract time extensions. It is easy for the prime contractor to take a simplified position of claiming a material shortage as long as he doesn't have materials. The situation here is not really a source material shortage. The steel shapes and basic materials were apparently available. The delay occurs in fabricating and processing materials into finished items that are incorporated in the project. I do not believe this situation is a true material shortage within the intent of the time extension specifications. Presumably the contractor has a choice of fabricators. The pricing, the time of fabrication and the quality of the work are variables subject to some decision making on the contractor's part. Coral will probably take issue with anything less than a complete time extension. On the other hand, our engineering is overrun more than 80 percent on this project.

I concur in the 30-day extension to allow for the State sponsored changes. This leaves 26 days liquidated damages in effect at $100 per day. This project has federal ROS funding. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8202 Contractor [illegible]

Highway Oregon Coast & Salmon River Highways

Section [illegible] - Otis Junction

Kind of Work Guardrail and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 30-day time extension of contract time for changes in fabrication of cantilever and sign bridge structures requested by the State.

Recommended for Approval:

Regional Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Deputy
State Highway Engineer

Contract No.	8202
Project designation (State-Federal)	[illegible]-153(7)
Date awarded	May 23, 1975
Work started	July 2, 1975
Per cent completed	100 % 2/27/76 (Date)
No. of Workdays Allowed	200
No. of Workdays Used	256
No. of Added Workdays Requested	56

SP*87866-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 16, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 256 days, within which to complete our Contract No. 8202, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: November 11, 1975 through February 10, 1976 due to the delayed delivery of the metal sign structure materials due to circumstances beyond our control.

Respectfully submitted,

Coral Corporation
Contractor

By Robert D. Loan

CONSENT OF SURETY

Date March 16, 1976

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

James F. Darby
Resident Agent
Corroon & Black of Oregon

2c2

3 15

June 8, 1976

Coral Corp.
135 E. Hereford
P.O. Box 258
Gladstone, Oregon 97027

Attention: Larry Arnold

Re: Contracts 8202 & 8327

At your request, we have transferred $5,700 of certificate of deposit 13117, deposited in lieu of retainage from Contract 8202 to 8327.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: The Oregon Bank

bc: C wHead
R Church
C Barrett

82.2

June 2, 1976

The Travelers Indemnity Company
Surety Department
707 SW Washington Street
Portland, OR 97205

Gentlemen:

On May 20, 1976, we wrote to you concerning release of final payment on Contract No. 8202 awarded to Coral Corporation for work on M.P. 102.0-Otis Junction Section of the Oregon Coast and Salmon River Highways in Tillamook and Lincoln Counties.

The total contract amount is $105,283.60 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:sh

cc: Coral Corporation
135 E. Hereford
Gladstone, OR 97027

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

126 2

7 76

File: 9-1026
9

OREGON STATE HIGHWAY DIVISION

RESIDENT ENGINEER'S NARRATIVE REPORT

OF
GUARD RAIL & SIGNING
M.P. 102.0 - OTIS JUNCTION SECTION

LOCATED IN

TILLAMOOK & LINCOLN COUNTIES

ON

OREGON COAST & SALMON RIVER HIGHWAYS

CONTRACT NO. 8202

F.A.NO. ROS-153(7)

CONTRACTOR: CORAL CORPORATION

RESIDENT ENGINEER: CHARLES W. ELROY

REFERRED TO
3 Beard WGB 2 Reed WE
Cole 1 Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
Christensen Doc
Scott
az Copy Swenson
Savage
Trout

RECEIVED
MAY 7 - 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

INTRODUCTION

This Federal Aid, ROS-153(7) project is located approximately seven miles north of Lincoln City on the Oregon Coast and Salmon River Highways. The northerly terminus is at M.P. 102.00 and the southerly terminus at M.P. 105.51. Overall length of the project is 3.41 miles.

The project grew out of "Fixed Object Hazard" inventories which are made routinely by State policy. Selection of the area was made on the basis of the section's history of "fixed-object" accidents.

Under Section 210, the 1973 Highway Safety Act provides for performing corrective work at the sites of such hajards. Through this act, the State Highway Division authorized a Location Survey on September 15, 1974.

On May 22, 1975, the Oregon Transportation Commission awarded to Coral Corporation, Contract No. 8202 in the amount of $ 112,656.00. Work commenced on the project July 2, 1975 and was completed February 27, 1976.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Traffic was directed and protected throughout the life of the project. The following protective measures were used:

1- Temporary Construction & Warning signs.

2- Amber flashers

3- 26-inch high traffic cones with two 4-inch flexible reflective sleeves and two octagonal bases.

4- Flagmen (regulation equiped)

5- Fifteen minute road flares.

ROADWORK

Roadwork on this project comprised of the following:

1- Clearing & Grubbing

2- Removal of Structures and Obstructions

3- Aggregate Shoulders

4- 24-inch Culvert Pipe

5- 12-inch Culvert Pipe

6- Guard Rail, Type 2, 2A, & 3

7- Guard Rail Anchors, Type 1 & 2

8- Guard Rail Bridge Connections

9- Rail End Pieces, Type C

After staking the guardrail terminals in accordance to the original contract, it was found that we would not have a safe roadside obstruction project if constructed as staked.

On June 3, 1976 a review inspection of the guardrail & signing as staked was made by Mr. Gerald Wimer, Region Construction Engineer, Mr. John Walker, Construction Quality Control Engineer, and myself. In discussion after the inspection of the project site, the following decisions were recommended:

1- eliminate the guardrail at Station 586+50 Rt. to 588+00 Rt. on the Salmon River Highway to protect new Breakaway Sign No. 1.

2- remove & replace guardrail at bridge ends to comply with Standard Drawings.

3- to eliminate Type 2 anchors where end of run is to be buried.

4- to work north along the Oregon Coast Highway from the Salmon River Bridge, extending guardrail runs where needed and if feasible to bury ends (leading and trailing) into cutbanks.

5- to continue north until original Contract amounts are reached.

6- permission was given to move breakaway sign #6, Station 632+50 Rt. on the Salmon River Highway from 27 feet to 22 feet from edge of shoulder. This will improve sight distance of the sign and keep from cutting planted trees in the area.

7- make up Price Agreements for the above plan changes.

Price Agreement No. 1 was made to furnish and install 12-inch corragated metal culvert pipe for the extra leading and trailing ends of guardrail buried into cutbanks.

Price Agreement No. 2 was made to document quantity changes in Bid Items 5, 6, 7, 8, 9, 11, 12, and 14.

The contractor was allowed by the Special Provisions to reuse materials salvaged from guard rail removed in construction of new guard rail. All materials reused by the contractor met with the State requirements as set forth in theSpecial Provisions and Standard Specifications.

Work on the guardrail installation was started July 11, 1975 and completed July 15, 1975. No problems were encountered during construction of the roadwark items.

SIGNING

Signing for the project comprised of the following: (1) Removal of Existing Installations, (2) Sign Support Footings, (3) Breakaway Sign Posts, (4) Cantilever Sign Structure @ Sta. 616+50, (5) Sign Bridge Structure @ Sta. 635+30, (6) Move, Modify, and Reinstall Existing Signs, and (7) Sign Illumination Equipment.

Fentron Highway Products, Inc. of Portland, Oregon was the contractor's supplier and fabricator for the Breakaway Sign Posts and the Cantilever Sign Structure. Due to a heavy backlog of fabrication work, Fentron Highway Products, Inc. was unable to fabricate the Sign Bridge Structure as originally planned. Tompsett-Hogan Manufacturing Company of Madras, Oregon agreed to fabricate and supply the Sign Bridge Structure for Fentron Highway Products, Inc..

No problems were encountered during fabrication or installation of the sign support footings or the breakaway sign posts.

Several design and supplier drawing changes were made during the Cantilever Sign Structure fabrication. Some of the changes are as follows:

1- The weld was changed at the top of the cantilever column that welds the arm connection plate to the column. The weld originally shown on the OSHD drawings and the fabricator's drawings is very large and will cause distortion in the arm connection plate or the column shell.

2- The electrical wiring conduit that was specified has been eliminated and pipe couplings are welded to the arm shell. This change was made to eliminate the possibility of the conduit filling up during galvanizing. A larger opening has been provided in the arm connection plates and through the top of the column for the electrical wire to pass through.

3- A hook has been added inside the column attached to the column cap. The hook was used to suspend the wires to prevent them from being damaged on the arm connection plate edges after the installation is complete.

4- The holes in the end cap of the cantilever arm have been increased in size and moved outward to facilitate galvanizing. These holes are tapped and used to attach the coverplate.

5- Some of the bolting holes in the arm connection plate have been slotted to provide flat bolting surface for all of the bolts during installation.

6- The hand hole at the top of the column has been relocated to provide access to the arm connection bolts. This hand hole also allows the electricians to reach into the cantilever arm during wiring.

7- The sign support arms have been provided with an extra hard washer between the arm channel and the cantilever arm tube. This will raise the sign support arm above the longitudinal seam weld of the cantilever arm.

8- Changes were made in the OSHD design drawings for the longitudinal weld and welding of the angle at the longitudinal seam.

The contractor elected to use "Por-Rok Anchoring Cement" for the nonshrink grout pad between the concrete pedestal and post plate of the cantilever sign structure. There was no difficulty getting the post erected and properly raked before the initial set took place. Protective measures against erosion has been taken as requested by Bridge Design in allowing it's use.

Installation of the Cantilever Structure was in accordance with the plans and specifications with no installation problems.

The Sign Bridge Structure, like the Cantilever Sign Structure was plagued with design changes and shop drawing revisions. A complete design change was made of the truss sections to fit the galvanizing tank of Galvanizors, Incorporated in Portland, Oregon.

Ultra-sonic and magnetic particle tests were performed on welds of the truss sections and radiograph testing was made on the splice welds. Some defective welding was found during fabrication and corrected.

After delivery to the jobsite and during the process of assembling the truss sections, it was found that the holes in the splice plates of truss section MKA3(t2-t3) did not line up. This section was returned to the manufacturer on 2/12/76 to align splice plates at splice A.

Truss section MKA3R was found in the field to be incorrectly fabricated by the manufacturer. The section was fabricated with its ends interchanged (i.e.,the horizontal diagonal bracing is opposite to that shown on the shop drawings.). Bridge Design's analysis shows neglible effect on stresses due to unsymmetrical arrangement of the horizontal diagonal bracing. Being structurally safe, the section was incorporated into the Sign Bridge Structure with a credit to the State under P.A. #3.

Erection of the sign truss section was made without mishap and with a very short hold up of the traveling public. The only difficulty encountered was the placing of two bolts ineach double splice plate between the truss section and the sign bridge posts. The truss section bracing was fabricated too close to the splice plates to allow for practical insertion of splice plate bolts and the torqueing of same.

Existing signs were carefully removed from the Butterfly Sign Structures and installed in their respective places on the Sign Bridge and Cantilever Structures. Removal of the existing sign structures were made without difficulty and in accordance to the Standard Specs.

Olson Electric of Vancouver, Washington was the sole sub-contractor on the project and installed the Sign Illumination Equipment. Getting the sub-contractor to furnish shop drawings, wiring & conduit samples, and locating existing buried conduits and junction boxes were the main problems with this phase of the contract.

No threadolet was allowed for during fabrication of the Cantilever Post for the mounting of the Photoelectric Relay. The electricians mounted the Relays on top of the S.W. sign bridge post and the top of the cantilever post at my request. The sign bridge photoelectric relay twist lock receptacle was to be mounted on the top of the 4" x 4" x 4" galvanized junction box located on the S.W. vertical column. The diagonal bracing of the sign bridge posts partially shaded the light coming to the relay so changed the position to the top of the post at no extra cost.

The Sign Illumination equipment installation was completed according to plans and specifications on February 25, 1976.

All work on the project was completed on Friday, February 27, 1976 with an elapsed time of 256 Calendar days. This is 56 days more than the alloted contract time of 200 Calendar days. The contractor is in the process of laying ground work for filing a request for extension of time to offset the charged liquidated damages of $100.00 a day.

The final inspection for the project was held Tuesday, March 2, 1976 and accepted by the State Highway Division and the Federal Highway Administration.

GENERAL

All utility companies with existing buried lines on the project were most cooperative and prompt in locating and staking out their respective utilities.

The contractor and sub-contractor were very efficient in their trade and provided the State with good workmanship. They were also most cooperative throughout the life of the project.

State Force Order No. 2 is being processed through channels to have maintenance forces furnish and instll breakaway sign posts for four Type "A" guide signs inadvertently omitted from the contract. These signs are now mounted on rigid steel posts and present a traffic hazard to the traveling public.

Price Agreement No. 4 is being written for a credit to the State for allowing the contractor's supplier to omit 15 diagonal braces from the Sign Bridge Trusses. Omission of these braces does not affect the efficiency of the Sign Bridge.

To my knowledge, other than a claim for liquidated damages, there will be no further claims against the project.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 2202

Order No. 02

Date March 17, 19

Section M.P. 102.0 - Otis Junction

F.A.P. No. ROS-153(7)

Highway Ore. Coast & Salmon River

Prefix 29-1096 Account No. 269-02

County Tillamook & Lincoln

Description of Work To Be Done: All work to be done by State Maintenance forces is as follows

1. Furnish and install 8 sign support footings.
2. Furnish and install 8 Breakaway Sign posts.
3. Remove and install 4 existing signs.
4. Remove existing sign installations.

All work to be done in accordance to Standard Drawing No. 29404 for W6 x 12 & W6 x 15.5 Breakaway type Sign posts.

Location by Station Numbers:

Station 553+00 Rt., Oregon Coast Highway
Station 601+00 Lt., Oregon Coast Highway
Station 643+92 Lt., Oregon Coast Highway
Station 590+15 Lt., Salmon River Highway

APPROVED EFFECTIVE DATE 3-10-76
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hoesner
TITLE [illegible] Engineer
DATE 4-29-76
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Materials - - - - - - - - -	$ 2,501.75
Labor - - - - - - - - - - -	900.00
Equipment - - - - - - - -	800.00
Total -	$ 4,201.75

Explanation: Four type "A" guide signs mounted on rigid steel posts were missed in the original roadside obstacle survey and omitted from the recently completed contract. This work is needed to make a more complete roadside obstacle safety project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 128,899.56
Present estimate of project cost, including $ 4,201.75 for work under this order	$ 133,101.31
Expected ~~XXXXXXXX~~ over-run (amount)	$ 4,201.75
Expected ~~XXXXXXXX~~ over-run (per cent)	03.2 %

Space to right of this line is for use of Salem Office

Submitted by: Charles [illegible]. Elroy Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer Bridge Engineer

Approved: Construction Engineer

45

OREGON STATE
HIGHWAY DIVISION

Robert Straub
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 20, 1975

~~The Oregon Bank~~
~~Oregon City Branch~~
~~PO Box 311~~
~~Oregon City, OR 97045~~

Re: Contracts: 8202, 8216, 8228, 8248

We have received your Safekeeping Receipt #26936, covering Certificate of Deposit #96731 in the amount of $25,000.00 to be used in lieu of retainage on our contracts with Coral Corporation as follows:

Contract	Amount
8202	$5,700
8216	3,200
8228	6,500
8248	9,600

Vernon E. Skoog
Controller

By

Frank R. Griffin
Chief Accountant

NOTED
C. W. HEAD

JP:pl

cc: Coral Corporation

bc: C. W. Head R. Church
John Bond C. Barrett

the oregon bank

COMMERCIAL
& [illegible] TRUST
PORTLAND

OREGON CITY BRANCH · 615 High Street · Post Office Box 311
Oregon City, Oregon 97045 · 656 1681

August 15, 1975

Ms. Janice Peterson
Finance Branch
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Ms. Peterson:

This letter will confirm that we are holding certificate of deposit #96731 dated August 15, 1975 in the amount of $25,000.00 issued to Coral Corporation, and their assignment form. We are holding this certificate of deposit and assignment form on our safekeeping receipt issued in your favor and will not release this certificate of deposit until we receive instruction from you.

Very truly yours,

R. L. Wills
Vice President - Manager

RLW:hd

RECEIVED
AUG 19 1975
Contract Acctg.

8209

(10)

THE OREGON BANK **Nº 26936** | 8

OREGON CITY BRANCH

PORTLAND, OREGON 8-15 1975

RECEIVED FROM OREGON STATE HWY DIVISION CD# 96731, DTD 8-15-75, IN THE AMOUNT OF $25,000.— ISSUED TO CORAL CORPORATION. TO MATURE 2-11-76.

BANK TO HOLD ABOVE C.D. PENDING RELEASE AUTHORIZATION FROM OREGON STATE HWY DIVISION.

COM 253

THE OREGON BANK

BY

8202

T101

R

2089

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

August 15, 1975

Ms. Janice Peterson
Finance Branch
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Ms. Peterson:

I am enclosing a safekeeping receipt for $25,000 certificate of deposit #96731 dated August 15, 1975 from the Oregon Bank along with an executed assignment of that certificate of deposit to the State of Oregon. This certificate is to be used for the release of retained funds on the following projects:

#8202	M.P. 102.0-Otis Junction	$5,700
#8216	Region 1 Area Safety Project	3,200
#8228	Salem, Hubbard Area Safety Project	6,500
#8248	McMinnville, Willimina, Sheridan Area Safety Project	9,600

The Oregon Bank should be notifying you shortly that the certificate of deposit and assignment are being held by them pending your instructions.

Sincerely,

Deane Clapperton, C.P.A.
Controller

DC/sls

CC: Roger Wills

RECEIVED
AUG 18 1975
Contract Acctg.

R

ASSIGNMENT

The undersigned, for value received, does assign and transfer to the State of Oregon Certificate of Deposit #96731 dated August 15, 1975 in the amount of $25,000 evidencing the deposit of funds in the name of Coral Corporation on the books kept by the Oregon Bank of the city of Oregon City, Oregon as assignee and the undersigned hereby constitutes and appoints the Oregon Bank the true and lawful attorney of the undersigned irrevocably for and in the name of stead, of the undersigned, but to the use of the assignee to sell, assign, transfer and set over all or any part of the said certificate and all rights and interests represented thereby and for that purpose to make an exact or necessary account of assignment.

By ______________________
Coral Corporation

This 15th day of August, 1975

Sworn to before me this
25th day of August, 1975
____
Notary Public
My commission expires 3/12/76

8202.

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 133	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-23-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Lincoln & Tillamook PROJECT NO. ROS-153(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Otis Jct., N. 3.21 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	9-17-74	0.0
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-75	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 133,521	$ 120,168

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Engineer)
G. L. Green

Date executed by Division Engineer J[illegible] 18 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1975

Federal Aid Project
No. ROS-153(7)

M.P. 102.0-Otis Jct. Section
OREGON COAST HIGHWAY
TILLAMOOK AND LINCOLN COUNTIES

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,200.00
Type Code Y101 Guard Rail (M.P. 102.0 to M.P. 105.51)			
Temporary Protection and Direction of Traffic	All Required		$ 2,600.00
Temporary Signs	170 sq.ft.	11.00	1,870.00
Flagmen	120 hour	14.00	1,680.00
Clearing and Grubbing	All Required		200.00
Removal of Structures and Obstructions	All Required		1,800.00
Aggregate Shoulders	15 cu.yd.	24.00	360.00
24-inch Culvert Pipe	92 lin.ft.	34.00	3,128.00
Guard Rail, Type 2	340 lin.ft.	6.30	2,142.00
Guard Rail, Type 2A	1,450 lin.ft.	7.90	11,455.00
Guard Rail, Type 3	100 lin.ft.	16.90	1,690.00
Guard Rail Anchors, Type 1	20 only	275.00	5,500.00
Guard Rail Anchors, Type 2	8 only	250.00	2,000.00
Extra for Guard Rail Bridge Connections	4 only	400.00	1,600.00
Rail End Pieces, Type C	24 only	110.00	2,640.00
Type Code Y002 (Signing)			
Removal of Existing Sign Installations	All Required		1,100.00
Painted Wood Sign Posts	All Required		300.00
Sign Support Footing	All Required		14,000.00
Breakaway Sign Posts	All Required		3,000.00
Cantilever Sign Structure at Sta. 616+50	All Required		7,000.00
Sign Bridge Structure at Sta. 635+50	All Required		38,000.00
Type "C" Signs in Place	17 sq.ft.	8.00	136.00
Move, Modify and Reinstall Existing Signs	All Required		1,100.00
Sign Illumination Equipment	All Required		9,355.00
			$112,656.00

Anticipated Items

Paving Guardrail Flares (S.F.)	All Required	$ 4,000.00
	Subtotal	$116,656.00
	Engineering	11,665.00
	Total	$128,321.00

Length of Project - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,200.00	$ 4,680.00	$ 520.00
Construction	128,321.00	115,488.00	12,833.00
Total	$133,521.00	$120,168.00	$13,353.00

Tillamook County	23%
Lincoln County	77%

Group 1 - 100%

Contract No. 8202

Prefix No.: 29-1096

P.E. Prefix No.: 21-1955

M.P. 102.0 to OTIS JCT. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$1,000.00

8202

4-30-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ROS-153(7)

STATE PROJECT NO.: MP 102.0-Otis Junction

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ROS-2

COUNTY NAME: Lincoln & Tillamook

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: April 23, 1975

DATE AUTHORIZATION EFFECTIVE: April 23, 1975

FEDERAL ROUTE NUMBER: Primary Route 2

STATE ROUTE NUMBER: Oregon Coast Highway, Route 9

GENERAL LOCATION:
U. S. 101, Otis Junction, north 3.21 miles

GENERAL DESCRIPTION OF WORK:
Signs and guardrail

5-5-75
ORIGINAL TO
L.W. Rulien
w/att

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Paving guardrail flares - $4,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
xx☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with item listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

PS &E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 04-30-75

SIGNATURE OF APPROVING OFFICIAL: CK Burglund

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8202 e

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 7, 1975
Salem, Oregon

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Gordon Ballard
Supervising Design Engineer

SUBJECT:
MP 102 - Otis Junction Section
Oregon Coast & Salmon R. Hwys.
Illumination Work

The Region Engineer for the subject project informed me that no highway illumination work, either new or revised, will be included in the project. Illumination of signs on a new sign bridge and a cantilever sign structure will be required.

RWE/ag

cc E. S. Hunter
C. O. Fredrickson
L. E. George

NOTED
E. S. HUNTER

RECEIVED
FEB 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

TRANSACTION NUMBER 9-34				U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE HIGHWAY DEPARTMENT OREGON	DATE 9-17-74
TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS (PPM 21-1)					BY (Signature) L. W. RULIEN'S SEPTEMBER 15, 1974 LETTER	
	CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ROS SECTION 210				TITLE PROJECT MANAGEMENT ENGINEER	
STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 2 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
2	ROS-153(7)	0.0	37,000	33,300	MP 102 - OTIS JUNCTION SECTION. LINCOLN AND TILLAMOOK COUNTIES. STATE OF OREGON	PRELIMINARY ENGINEERING, SAFETY REVISIONS OF ROADWAY SIGNS AND GUARDRAIL.

RECEIVED
STATE HWY ENGR
SEP 20 '74
REFER TO
FOR
Info Inves R/D File

NOTED
E. S. HUNTER

REMARKS (Division)

I CONCUR THAT THE TIMESAVING PROVISIONS OF VOL. 6, CHAP. 8, SECTION 2, SUBSECTION 1 OF THE FEDERAL HIGHWAY MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

9-23-74
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-17-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8202

R

September 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-153(7)

We are submitting program data for one Elimination of Roadside Obstacle Project, Item No. 2, Project No. ROS-153(7), "MP 102-Otis Junction Section", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2, Subsec. 1, Par. 7b of the Federal-aid Highway Program Manual.

Enclosed is one copy of each narrative with accident data prepared by our Traffic Section for the hazardous roadside obstacles included in the project.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to prepare PS and E documents.

Enclosure.

JG:bz

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July 1974

PROPOSED SAFETY PROJECT
1973 Highway Safety Act
Section 210

FIXED OBJECT HAZARDS
Hwy. 9 - M.P. 102.03 to 102.94
Oregon Coast Highway - US 101

Proposal:

Flare back the guardrail ends which stand exposed and to the right of approaching traffic.

Description:

These unflared sections of guardrail ends stand on a section of Highway 9 approximately ten miles north of Lincoln City. They are within six feet of the outer edges of the travel lanes, and are presently unflared on the ends facing oncoming traffic. They also have no end pieces to reduce the impaling effect which they would have on a vehicle colliding with them.

Traffic and Accident Data:

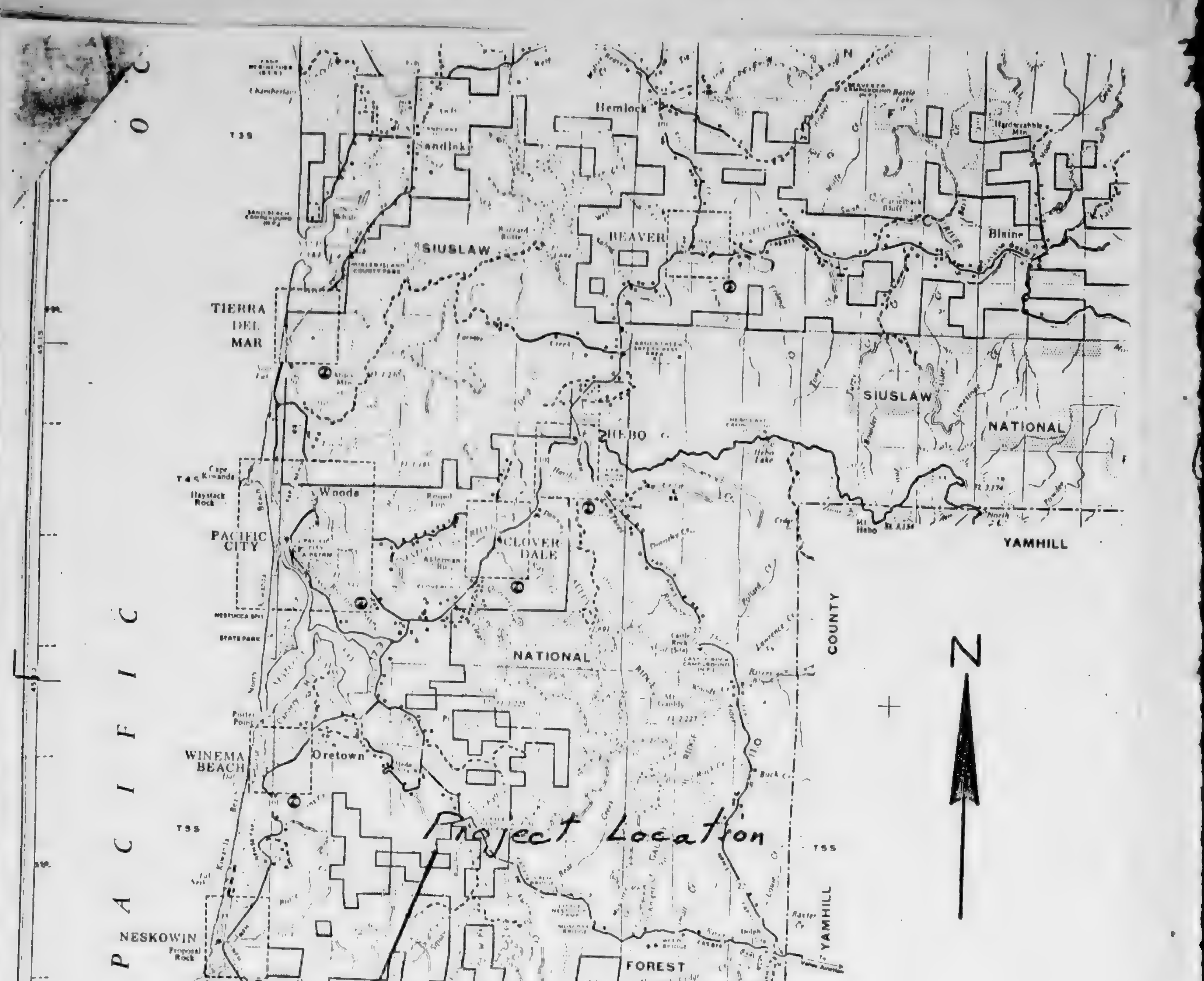
The 1972 ADT at this location was 1,900 vehicles per day and the accident rate was 2.95 accidents per million vehicle miles. During the same year, there were two fixed object accidents on this section of highway. The highway through most of this section has three 12-foot lanes, and posted speed is 55 MPH.

Effect:

Flaring back these guardrail ends away from the traffic flow would reduce the danger of these fixed object hazards in the event of a collision.

The estimated cost of this project is $4,500. The estimated preliminary engineering cost if $250, and the estimated date of contract is April 1975.

LM:kp
7-5-74



Project Location

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July 1974

PROPOSED SAFETY PROJECT
1973 Highway Safety Act
Section 210

FIXED OBJECT HAZARD
Hwy. 9 - M.P. 105.19; 105.24
Oregon Coast Highway - US 101

Proposal:

Remove the existing butterfly-type sign structures and replace them with a single bridge type sign structure. Install guard rail between the travel lanes and the sign bridge support bases.

Description:

These two signs stand on gore points on opposite sides of the highway; the sign at M.P. 105.19 serves northbound traffic and the sign at 105.24 serves the southbound traffic. They both consist of structural steel pipes vertically mounted on concrete footings, and they stand 28 feet left and 30 feet right respectively, of centerline (southbound). They both have considerable mass and are permanently mounted, making them both definite fixed object hazards to any vehicle which might collide with them. These sign locations are situated such that a single sign bridge located between the gore points at approximately M.P. 105.215 could adequately replace both of the existing butterfly signs.

Traffic and Accident Data:

The 1972 ADT at this location was 6,400 vehicles per day, and the accident rate was 0.75 accidents per million vehicle miles. Posted speed at this location is 55 MPH, and the highway has two 12-foot lanes separated by a painted median.

Effect:

Installation of a sign bridge at this location would move the sign support from its present highly exposed position on the gore point to positions of less exposure on the sides of the highway. This should reduce the possibility of fixed object accidents occurring which would involve this sign.

Estimated cost of this project is $14,000.
The estimated preliminary engineering cost is $700, and the estimated date of contract is April 1975.

LM:kp
7-5-74

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
July 1974

PROPOSED SAFETY PROJECT
1973 Highway Safety Act
Section 210

FIXED OBJECT HAZARD
Hwy. 39 - M.P. 0.23
Salmon River Highway-ORE18

Proposal:

Remove existing butterfly-type sign structure and replace it with a cantilever-type sign structure and a ground mounted, break-away type sign. Install guardrail between the travel lanes and the sign support base.

Description:

This sign is located near Otis on the gore point of the Highway 9 (northbound) exit from the westbound lane of Highway 39. It stands approximately 18 feet outside of the travel lane and it consists of a structural steel pipe mounted on a concrete base. It is permanently mounted and has considerable mass, making it a definite fixed object hazard to any vehicle which might collide with it.

Traffic and Accident Data:

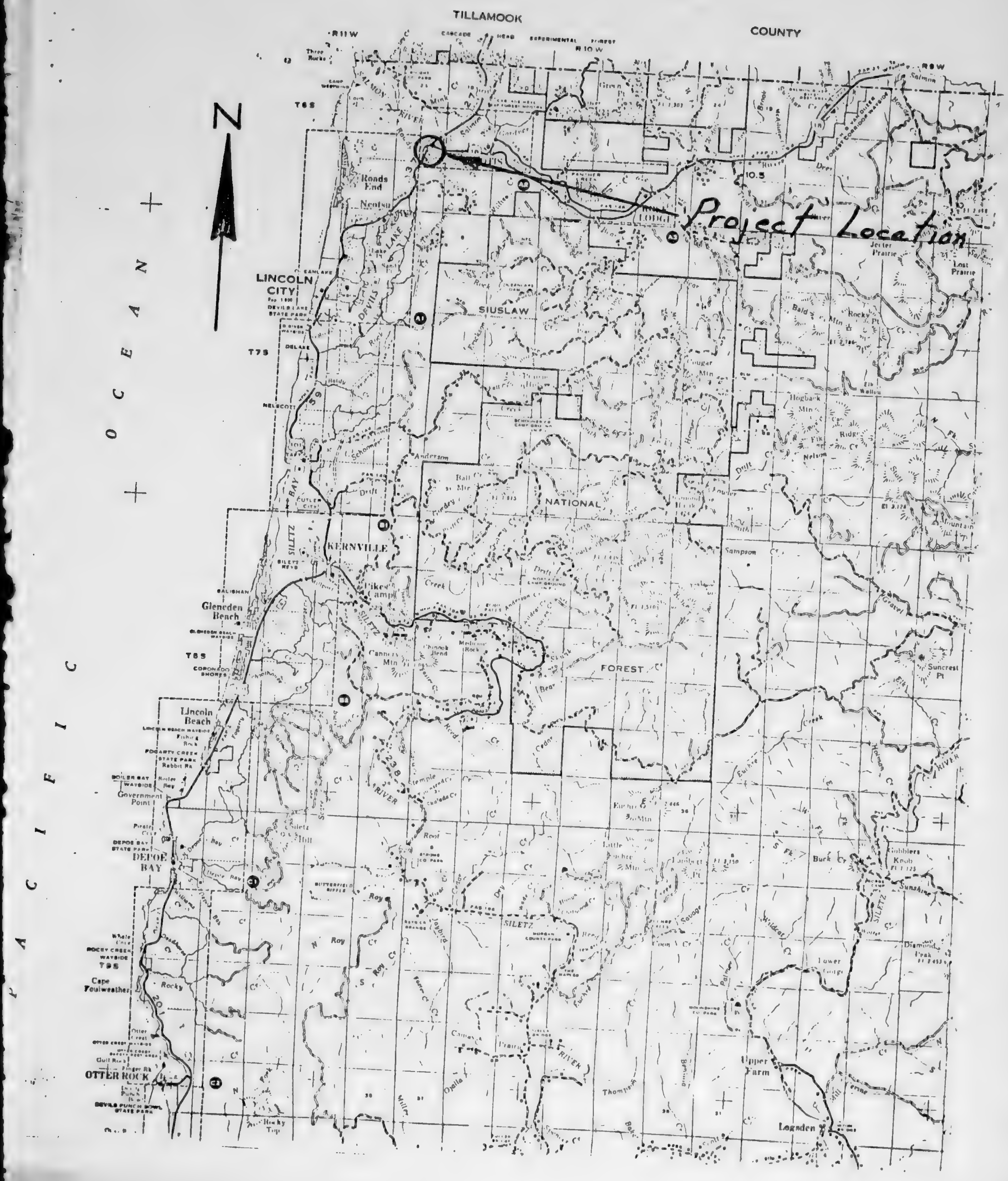
The 1972 ADT at this location was 4850 vehicles per day, and the accident rate was 1.88 accidents per million vehicle miles. The highway at this location has two lanes and a posted speed limit of 55 MPH.

Effect:

Installation of a cantilever sign and a ground mounted breakaway sign from its present highly exposed position on the gore point to a position of less exposure on the side of the highway. This should reduce the possibility of fixed object accidents occurring which would involve this sign.

Estimated cost of this project is $7500. The estimated preliminary engineering cost is $400 and the estimated date of contract is April 1975.

LM:cc
7-8-74


TILLAMOOK
COUNTY
N
Project Location
PACIFIC
OCEAN
R 11 W
R 10 W
R 9 W
T 6 S
T 7 S
T 8 S
T 9 S
CASCADE HEAD EXPERIMENTAL FOREST
Three Rocks
Salmon
Roads End
Neotsu
LINCOLN CITY
DEVILS LAKE
Delake
Nelscott
Taft
Cutler City
SILETZ BAY
KERNVILLE
Salishan
Gleneden Beach
Coronado Shores
Lincoln Beach
Fishing Rock
Fogarty Creek State Park
Boiler Bay Wayside
Government Point
Pirate's Cove
DEPOE BAY
Whale Cove
Rocky Creek Wayside
Cape Foulweather
Otter Crest
OTTER ROCK
Devils Punch Bowl State Park
SIUSLAW
NATIONAL
FOREST
Drift Cr
Schooner Cr
Anderson
Ball Mtn
Pikes Camp
Cannery Mtn
Chinook Bend
Medicine Rock
Euchre Mtn
Little Euchre Mtn
Siletz Hill
SILETZ RIVER
Butterfield Riffle
Roy Cr
Jetter Prairie
Lost Prairie
Bald Mtn
Rocky Pt
Cougar Mtn
Hogback Mtn
Elk Ridge
Sampson Cr
Suncrest Pt
Gobblers Knob
Diamond Peak
Lower Gorge
Upper Farm
Logsden
Sunshine Cr
Thompson
Camas Prairie
Rocky Top
10.5
229
18
101

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 US 101, Otis Jct. N. 3.21 mi.	ADT	PRESENT 1,850* 6,400**	FUTURE (66) (70) 3,700* 12,000**	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Signs & Guardrail	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 ROS-	NUMBER 7 153 (7)

CARD 1	CLASS OF FEDERAL FUNDS (Section 210) Elimination of Roadside Obstacles	COUNTY NAME Lincoln & Tillamook 041	CODE (14) (16) 057
	NAME OF URBAN AREA 17-31 --	ROUTE NO. P FEDERAL-AID 2 (32) STATE 9 (36) U.S. (37) 101 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**		US 101, Otis Jct., N 3.21 mi.	0.0	1,900	1,710	190	
5					**ROW**							
5					**CONST** (CODE) Y002 Y101		"M.P. 102 - Otis Jct. Section"	0.0	35,100	31,590	3,510	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	37,000	33,300	3,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS

* ADT count at N. and Otis Jct. Intchge.
** ADT count at S. and Otis Jct Intchge.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

CTION NO.

TO B.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UMBER	PROJECT LOCATION (45 typewriter spaces) US 101, Otis Jct. N. 3.21 mi.	**ADT**	PRESENT 1,850* 6,400**	FUTURE 3,700* 12,000**	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 144	ITEM NO. 2

R OF PROPOSED WORK (35 typewriter , Signs & Guardrail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) ROS-	NUMBER 153	SEQ. NO. (7)	I. Projects Only POST MI.	DESIG.

EDERAL FUNDS
(Section 210) Elimination of Roadside Obstacles

RBAN AREA
--

COUNTY NAME: Lincoln & Tillamook
CODE: 041 057

ROUTE NO. P
FEDERAL-AID: 2
STATE: 9
U.S.: 101

PROGRAM STAGE: ☐ 1 OR ☒ 2

PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		US 101, Otis Jct., N 3.21 mi.	0.0	1,900	1,710	190		P.E. all phases; safety revisions of roadway signs & guardrail to conform with current State standards.
		ROW								
		CONST (CODE) Y002 Y101		"M.P. 102 - Otis Jct. Section"	0.0	35,100	31,590	3,510		ROW - 350' min.; Access control - partial; Parking restirctions - none.
PREPARED BY				PROJECT TOTALS	0.0	37,000	33,300	3,700		

PROGRAM APPROVAL DATES

REMARKS

* ADT count at N. end Otis Jct. Intchge.
** ADT count at S end Otis Jct. Intchge.

-OVER-

MP 102 - OTIS JCT. SECTION

PROJECT NO. ROS-153(7)

Remarks - continued

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering
2. Otis Jct. Interchange southbound and northbound off-ramps: Remove existing butterfly-type sign structures from gore points and replace with a single type sign bridge. Install guardrail as required.
3. Otis Jct. Interchange northbound on-ramp: Remove existing butterfly-type sign structure from gore point at junction with Salmon River Hwy. and replace with a cantilever sign structure. Install guardrail as required.
4. MP 102.03 to 102.94: Flare guardrail ends.

Right-of-way: No additional required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 and 4 Clearinghouses A-95 review under working agreements dated April 28, 1970; June 8, 1971; and August 7, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on non-Interstate Federal-aid Highway Systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2, Subsec. 1, paragraph 7b(5) of the Federal-aid Highway Program Manual.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

NOTE: This project is in Congressional District No. 1.

Data for PR-37:

Y002 - - Signing - - - - - - - - - - - - - -	$29,000
Y101 - - Guardrail - - - - - - - - - - - - -	6,100
Est. Cost of Construction	$35,100

8203 Fifteenmile Cr-Celilo Sec. 1975
of Col. R. Hwy. E. of The Dalles
(Paving & signing)

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 320

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSMD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 5-27-77	REPORT MADE BY D. B. Carter, Area Engr.		PROJECT NO. I-80N-3(68)86
COMPLETION DATE 7-21-76	ACCEPTANCE DATE BY CONTRACT AGENCY 2-3-77	TIME ELAPSED $\frac{320}{350} = 98$ %	CONTRACT TIME 325 CWD
APPROVED EXTENSIONS None	LOCATION Columbia River Hwy., I-80N, from just east of The Dalles to Celilo, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 2 '77

REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FIFTEENMILE CREEK-CELILO SECTION
COLUMBIA RIVER HIGHWAY

This project provided for the construction of an asphaltic concrete overlay, concrete median barrier, guardrail and other safety improvements on this 8.6 mile section of Interstate Highway.

The project was awarded to Babler Bros. Inc. of Portland, Oregon on May 23, 1975 in the amount of $1,979,206. The allotted contract time was 325 calendar days. Work started on the project on June 10, 1975 and was completed July 21, 1976 at which time 320 calendar workdays had been used. The final amount of the original contract items was $1,909,927.60 or a 3.5 percent underrun of the original contract amount. The final project cost including engineering and all charges was $2,204,412.90. A copy of the Resident Engineer's statement of overruns and underruns is attached to the Division Office copy of this report.

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was made on September 8, 1976.

COPY SENT
JUN 01 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 5-31-77	TITLE District Engineer	DATE 5-31-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8203(33) STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* 16 | 18 19 | 2 | 4 22 | 5 23 | 24 25 | 8 27 | 9 28 | 12 30 | 13 31 | 15 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Wasco	FEDERAL PROJECT NO. I-80N-3(68)86	URBAN	RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED June 10, 1975
20	FINAL CONSTRUCTION COST	DOL.	1,976,560		DATE COMPLETED July 21, 1976
21	LENGTH OF PROJECT	MILES	8.622	—	TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 27,129	GROSS EARNINGS 262,675

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,227,685	
	9	PETROLEUM PRODUCTS	GAL.	126,548	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.	106,146	
	3	BITUMINOUS MATERIAL	GAL.	993,000	
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.	520	
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	1,670	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	121,530	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	30,574	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	222
		18	36
		24	24
CARD J	13	CONCRETE PIPE	
		12	311
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 | 52 53 | 61 62 | 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban [illegible] to indicate [illegible] work within an urban area [illegible]

All figures should be [illegible] State highway department and Federal Highway [illegible] The [illegible] earnings should [illegible] total amount. Also the quantities [illegible] reasonable with [illegible] respect to the quantities of [illegible] would be indicated [illegible] concrete [illegible]

Contractor [illegible] cost of [illegible] estimating [illegible] which are [illegible] not required to be reported [illegible] the project or the [illegible] that [illegible] the figures reported [illegible] that the [illegible] sheet of paper marked [illegible] actually did [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates produced by the contractor shall be reported as Item 15 or 95.**

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This amount should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, such as the cost of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, [illegible] are not considered to be supplies. Costs of such items and [illegible] should not be included. The amount included for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating [illegible] loading and hauling. Wages and man hours for aggregates [illegible] should be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, attachments to supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report by size number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total [illegible].

GPO 881-120

FORM PR-47 (REV. 9-74)

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 24, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8203

This contract has been finalled. This releases the $30,000 securities posted in lieu of retainage on this project.

Please notify this office as to the disposition of these deposits.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Don Kluherz

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8203

1

February 11, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8203 awarded to Babler Bros., Inc., for work on the Fifteenmile Creek-Celilo Section of the Columbia River Highway in Wasco County.

The total amount of this contract is $1,982,629.79 including $32,436.39 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8203

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros. Inc.
Contract 8203

Safekeeping receipt number 144566 was received indicating TCD number 271669 for $25,000 has been replaced by TCD number 271770 for $25,000.

There is no change in the total amount of securities posted in lieu of retainage on contract 8203.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros., Inc.

bc: C.W. Head (Att.)
R. Church
C. Barrett(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. Bank Savings Certificate

No. 14-0 2717[illegible]

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % RATE — Jan. 14, 1977 ISSUE DATE — Feb. 14, 1977 MATURITY DATE — $ 25,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF 25000 dols 00 cts DOLLARS

TO * * * *BABLER BROS INC. * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, (STATE) Oregon 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  No. ______
  Br. ______
- ☐ Deposited to Savings
  No. ______
  Br. ______
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No. 93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW.

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or term.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Frantz
AUTHORIZED SIGNATURE

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

1445[illegible]

Branch Citizens No. 20

DATE July 16, 197[illegible]

For The Account of
Babler Bros. Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ______
- ☐ CR. SVNG. Acc't ______
- ☐ Remit ______

DEPOSITED BY ______

$25,000.00	TCD 14-00251932 dated 7-16-76 due 8-16-76 @ 5% (ren of 14-00251[illegible])
25,000.00	TCD 14-263959 dated 8-16-76 due 9-15-76 @ 5% (ren of 14-[illegible])
25,000.00	TCD 14 264024 dated 9-15-76 due 10-15-76 @ 5% (ren of 14-263959)
25,000.00	TCD 14 271516 dated 10-15-76 due 11-15-76 @ 5%(en of 14 264024)
25,000.00	TCD 14 271599 dated 11-15-76 deu 12-15-76 @ 5%(ren 14 271516)
25,000.00	TCD 14 271669 dated 12-15-76 due 1-14-77 @ 5%(ren 14 271599)
$25,000.00	TCD 14 271770 dated 1-14-77 due 2-14-77 @ 5%(ren 14 271669)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitive; or if the same mature or are called for payment [illegible]

4617 S.E. Milwaukie
(ADDRESS) (CITY)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No. ______
  - Br. ______
- ☐ Deposited to Savings
  - No. ______
  - Br. ______
- ☒ Paid by Cashier's Check

COMPOUND INTEREST
Interest to be compounded quarterly from [illegible]

Taxpayer's Identification No
93-0374164

INTEREST
Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)
THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Frantz
AUTHORIZED SIGNATURE

1445

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch Citizens No. 20

DATE July 16, 197

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ______
- ☐ CR. SVNG. Acc't ______
- ☐ Remit ______

For The Account of
Babler Bros. Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202

DEPOSITED BY ______

$25,000.00	TCD 14-00251932 dated 7-16-76 due 8-16-76 @ 5% (ren of 14-00251[illegible])
25,000.00	TCD 14-263959 dated 8-16-76 due 9-15-76 @ 5% (ren of 14-[illegible])
25,000.00	TCD 14 264024 dated 9-15-76 due 10-15-76 @ 5% (ren of 14-263959)
25,000.00	TCD 14 271516 dated 10-15-76 due 11-15-76 @ 5%(ren of 14 264024)
25,000.00	TCD 14 271599 dated 11-15-76 dou 12-15-76 @ 5%(ren 14 271516)
25,000.00	TCD 14 271669 dated 12-15-76 due 1-14-77 @ 5%(ren 14 271599)
$25,000.00	TCD 14 271770 dated 1-14-77 due 2-14-77 @ 5%(ren 14 271669)

[illegible]

DEPOSIT
- ☐ New Cust. [illegible]
- ☐ New [illegible]
- ☐ [illegible]

TELLER

8203

15

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

Rec. No.	Original TCD	Amount	Replacement TCD
144599	271630	$ 5,000	271697
144599	271632	55,000	271699
144602	271653	100,000	271741
144602	271654	115,000	271742

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

Contract	Prior Total	This Transaction	TCD	New Total
8081	$ 35,000	No change		$ 35,000
8192	115,000	$ 10 ,000	271699	125,000
8203	30,000*	No change		30,000
8235	90,000	(20,000)	271699	
		(15,000)	271741	
		(30,000)	271742	25,000
8343	-0-	10,000	271699	
		15,000	271741	
		30,000	271742	55,000
8375	30,000	No change		30,000

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

**NOTED
C. W. HEAD**

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

By ____________________
James J. Kinns, Contract Payments Executive

JJK:mm C.W. Head

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144599

Branch [illegible] No. 50

DATE 10-27-76

For The Account of [illegible] INC.
[illegible]
Portland, Oregon 97202

Assignment to [illegible]

DEPOSITED BY L. Taylor

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

$55,000.00 ✓	TCD 14 00271545 dated 10-27-76 due 11-26-76 (5%(ren 14 271442)
$55,000.00	TCD 14-0271630 dated 11-26-76 due 12-27-76 (5% (ren 14-271543)
$55,000.00	TCD 14-00271632 dated 11-26-76 due 12-27-76 (5% (ren 14-271545)
$55,000.00	TCD 14 271697 dated 12-27-76 due 1-26-77 (5% (ren 14 271630)
$55000.00	TCD 14 271699 dated 12-27-76 due 1-26-77 (5% (ren 14 271632)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL. ____
☐ New Sec. MAT. ____
☐ Addition INT. ____

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

269 7/73

Branch Record Copy

RECEIVED
[illegible] 1976
[illegible]

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

AUTOMATIC RENEWAL (applicable only if [illegible])

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within 10 days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 (AUTHORIZED SIGNATURE)

11-2294 2/76

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

144602

Branch Citizens No. 20

DATE 12-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

BABLER BROS INC.
1617 S. E. Milwaukie
Portland, Oregon 97202

Assignment to Oregon State Highway Attached

DEPOSITED BY [illegible]

~~$115,000.00~~	~~TCD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491)~~
~~$100,000.00~~	~~TCD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492)~~
~~$100,000.00~~	~~TCD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580)~~
~~$115,000.00~~	~~14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581)~~
$100,000.00	14 271741 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653)
115,000.00	14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

No. 14-[illegible] 271741

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) Jan. 7, 1977 ISSUE DATE Feb. [illegible], 1977 MATURITY DATE $ 100,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 100000 dol's 00 cts DOLLARS

TO # # # # #BABLER BROS INC. # # # # # # # # # # # # #

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, Oregon (STATE) 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No. ____________
  - Br. ____________
- ☐ Deposited to Savings
  - No. ____________
  - Br. ____________
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST

Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.

93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 Barbara J. Gray (AUTHORIZED SIGNATURE)

11-2204 2/76

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

144602

Branch CITIZENS No. 20

DATE 17-8-76

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ____________
- ☐ CR. SVNG. Acc't ____________
- ☐ Remit ____________

Assignment to Oregon State Highway Attached

DEPOSITED BY T. [illegible]

U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE)   Jan. 7, 1977 ISSUE DATE   Feb. 7, 1977 MATURITY DATE $ 115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF   UNITED STATES NATIONAL BANK 115000 dols 00 cts   DOLLARS

TO   * * * * *BABLER BROS INC. * * * * * * * * * * *

(ADDRESS) 4617 S.E. Milwaukie (CITY)   Portland, Oregon (STATE) 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity   ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br.
- ☐ Deposited to Savings
  - No.
  - Br.
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No
93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL   (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT   Citizens (ISSUING BRANCH)   BRANCH (NO.) 20   Barbara J.

11-2294 2/76

8203

FORM 81-734-9081
OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fifteenmile Creek - Celilo		WEEK ENDING: December 3, 1976
		SECTION PREFIX: 633-1011
HIGHWAY: Columbia River		COUNTY: Wasco
NAME OF JOB: Fifteenmile Creek - Celilo	KIND OF WORK: Pave, Guardrail, Conc. Median Barrier, Sign	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 8203	FEDERAL AID PROJECT NUMBER: I-80N-3(68)86
DATE OF CONTRACT: May 23, 1975	DATE WORK STARTED: June 10, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED Calendar ~~WORK~~ DAYS 325	Calendar ~~WORK~~ DAYS USED 320
	SPECIFIED CALENDAR DAYS n/a	~~CALENDAR DAYS USED~~ n/a
PROJECT AUTHORIZATION: $ 2,204,412.90	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 2,043,828.42	ENGINEERING AUTHORIZATION $ 160,584.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,977,269.18	ENGINEERING COST TO DATE $ 140,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: XXXXXXX UNDERRUN 3 %	PERCENT OF AUTHORIZATION 87 %	DATE PROJECT WAS COMPLETED: July 21, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	XXX Signing	OIL AND/OR PAVE.	MAT'L. PROD.	Production of Median Bar.	Guardrail
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	Guardrail XXXXXXXX	Median Barrier XXXXXXXX	PAVING
MILES IN PROJECT	9.4	9.4	9.4	9.4	
MILES PARTIALLY COMPLETED	0	0	0	0	
MILES COMPLETED	9.4	9.4	9.4	9.4	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0 CuYd.	94,300 Tons	108,600 LF	13,913 LF	
TOTAL QUANTITIES CORRECTED TO DATE	10,198	91,084	108,700	14,488	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,198	91,084	108,700	14,488	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	"	0		
TUESDAY	"	0		
WEDNESDAY	"	0		
THURSDAY	"	0		
FRIDAY	"	0		
SATURDAY	"	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 7 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity, Project complete.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All contract work complete.

Semi-final Estimate submitted this date. This will be the last report.

SIGNED J. S. Sawyer
J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8203

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 27, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz

Re: Babler Bros.
Contract 8203

This is to confirm telephone approval of your release of $70,000 of TCD 14 271431 (safekeeping receipt 144457) to Babler Bros. $5,000.00 of the certificate should be renewed as a deposit in lieu of retainage on contract 8203.

Vernon E. Skoog,
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

cc: Babler Bros. Inc.

bc: C.W. Head ✓
R.Church
C. Barrett

NOTED
C. W. HEAD

13

TO RE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-182	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	STATE COPY	State Oregon
MODIFICATION NUMBER 2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5 - 71	County Wasco Project Number I-80N-3(68)86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,162,749	$ 2,162,749
Federal funds	$ 1,995,780	$ 2,162,749
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 9, 1975.
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 166,969 ."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

1203.

STATE COPY 13

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-93

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 - 7.

orm Approved; O M B No. 04-R2089

State
Oregon

County
Wasco

Project Number
I-80N-3(68)86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,130,909	$ 2,162,749
Federal funds	$ 1,966,402	$ 1,995,780
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 6, 19

Federal Aid Project
No. I-80N-3(68)86
Safety

FIFTEENMILE CREEK - CELILO SECTION COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. 2503+27 thru Equa "EB" 2611+16.96=1325+94.90 thru Equa "EB" 1599+03.26=5+85.77 to Sta. 80+00)

Total same as previous estimate of June 4, 1975	$1,155,148.00

Type Code 6201
Roadway Safety (Sta. 2503+27 thru Equa "EB" 2611+16.96=1325+94.90 thru Equa "EB" 1599+03.26=5+85.77 to Sta. 80+00)

Subtotal on previous estimate of June 4, 1975			$ 935,971.00
Additional Approved Items			
PA 1 Random Embankment Construction	8,000 cu.yd.	3.50	28,000.00
PA 4 Metal Median Barrier Connection	63 lin.ft.	15.00	945.00
			$ 28,945.00
		Subtotal	$ 964,916.00
		Engineering	96,491.35
		Total	$1,061,407.35
Salvage Guard Rail	1,076,127 lb.	0.05	(53,806.35)
		Total	$1,007,601.00

Length of Project - - - 8.622 miles
Cost of Roadway (Paving) per mile - - - $133,978.80
Cost of Roadway (Safety) per mile - - - $116,863.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,155,148.00	$1,065,970.00	$ 89,178.00
Roadway Safety	1,007,601.00	929,810.00	77,791.00
Total	$2,162,749.00	$1,995,780.00	$116,969.00

Group 1 - 100%
Contract No. 8203
Prefix: 633-1011

STATE COPY

rm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
1 90

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-9-

STATE
Oregon

COUNTY
Wasco

PROJECT NO.
I-80N-3(68)86 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
I-80N, The Dalles Dam, E. to Celilo

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-23-75	8.622
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT
$ 2,130,909

FEDERAL FUNDS
$ 1,966,402

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Schuster
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
G. L. Green

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 4, 1975

Federal-aid Project
No. I-80N-3(68)86 Safety

FIFTEENMILE CREEK-CELILO SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. 2503+27 Thru Eq. "EB" Sta. 2611+16.96 = 1325+94.90 and Eq. "EB" Sta. 1599+03.26 = 5+85.77 to Sta. 80+00)

Aggregate Shoulders	12,000	ton	3.50	$ 42,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	71,400	ton	5.45	389,130.00
Class "E" Asphalt Concrete Mixture	22,900	ton	6.45	147,705.00
Asphalt Cement in Mixture	6,250	ton	71.00	443,750.00
Portland Cement in Class "E" Mixture	230	ton	55.00	12,650.00
Asphalt in Tack Coat	107	ton	100.00	10,700.00
				$1,045,935.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 4,000.00
Stage Construction Striping (S.F.)	All Required	200.00
		$ 4,200.00
	Subtotal	$1,050,135.00
	Engineering	105,013.00
	Total	$1,155,148.00

Type Code 6201
Roadway Safety (Sta. 2503+27 Thru Eq. "EB" Sta. 2611+16.96 = 1325+94.90 and Eq. "EB" Sta. 1599+03.26 = 5+85.77 to Sta. 80+00)

Mobilization	All	Required		$ 175,000.00
Temporary Protection and Direction of Traffic	All	Required		28,000.00
Temporary Signs	1,098	sq.ft.	5.00	5,490.00
Temporary Barricade	16	only	100.00	1,600.00
Temporary Plastic Safety Markers	20	only	50.00	1,000.00
Flagmen	1,000	hour	13.00	13,000.00
Oversize Advance Construction Signs	2	only	3,500.00	7,000.00
Removal of Structures and Obstructions	All	Required		12,000.00
Trench Excavation	200	cu.yd.	10.00	2,000.00
Watering	250	M-gal.	6.00	1,500.00
12-inch Sewer Pipe	328	lin.ft.	8.00	2,624.00

18-inch Sewer Pipe	39 lin.ft.	20.00	780.00
24-inch Sewer Pipe	6 lin.ft.	40.00	240.00
Extra for Pipe Under Pavement	270 lin.ft.	8.00	2,160.00
Concrete Inlets, Type G-2	4 only	400.00	1,600.00
Concrete Inlets, Type G-2MA	7 only	400.00	2,800.00
8-inch Drain Pipe	140 lin.ft.	6.00	840.00
Special Filter Material in Drains	24 cu.yd.	20.00	480.00
Guard Rail, Type 2A	108,600 lin.ft.	4.19	455,034.00
Guard Rail Anchors, Type 1	11 only	390.00	4,290.00
Guard Rail Anchors, Type 2	20 only	345.00	6,900.00
Rail End Pieces, Type A	20 only	15.00	300.00
Rail End Pieces, Type C	4 only	125.00	500.00
Metal Median Barrier Connection	63 lin.ft.	15.00	945.00
Extra for Asphalt Paved Rock Surfacing Slopes	4 only	100.00	400.00
Concrete Barrier	13,850 lin.ft.	12.30	170,355.00
Paved Culvert End Slopes	93 sq.ft.	7.00	651.00
Drainage Curbs	900 lin.ft.	1.75	1,575.00
Guide Posts	400 only	12.00	4,800.00
Salvage and Reinstall Rail End Pieces	8 only	27.00	216.00
Signing			
Removal of Existing Sign Installations	All Required		3,000.00
Move and Modify Existing Signs	All Required		1,200.00
Painted Wood Sign Posts	All Required		2,140.00
Sign Support Footings	All Required		7,500.00
Breakaway Sign Posts	All Required		12,671.00
Exit Number Sign Supports	All Required		900.00
Type "A" Signs in Place	68 sq.ft.	15.00	1,020.00
Type "D" Signs in Place	76 sq.ft.	10.00	760.00
			$ 933,271.00
Anticipated Items			
Temporary Erosion Control (E.W.)	All Required		$ 100.00
On-the-Job Trainees (3 @ $800)(E.W.)	All Required		2,400.00
Furnish Power for Field Laboratory Bldg. (E.W.)	All Required		200.00
			$ 2,700.00
	Subtotal		$ 935,971.00
	Engineering		93,596.35
	Total		$1,029,567.35
Salvage Guard Rail	1,076,127 lb.	0.05	(53,806.35)
			$ 975,761.00

18-inch Sewer Pipe	39 lin.ft.	20.00	780.00
24-inch Sewer Pipe	6 lin.ft.	40.00	240.00
Extra for Pipe Under Pavement	270 lin.ft.	8.00	2,160.00
Concrete Inlets, Type G-2	4 only	400.00	1,600.00
Concrete Inlets, Type G-2MA	7 only	400.00	2,800.00
8-inch Drain Pipe	140 lin.ft.	6.00	840.00
Special Filter Material in Drains	24 cu.yd.	20.00	480.00
Guard Rail, Type 2A	108,600 lin.ft.	4.19	455,034.00
Guard Rail Anchors, Type 1	11 only	390.00	4,290.00
Guard Rail Anchors, Type 2	20 only	345.00	6,900.00
Rail End Pieces, Type A	20 only	15.00	300.00
Rail End Pieces, Type C	4 only	125.00	500.00
Metal Median Barrier Connection	63 lin.ft.	15.00	945.00
Extra for Asphalt Paved Rock Surfacing Slopes	4 only	100.00	400.00
Concrete Barrier	13,850 lin.ft.	12.30	170,355.00
Paved Culvert End Slopes	93 sq.ft.	7.00	651.00
Drainage Curbs	900 lin.ft.	1.75	1,575.00
Guide Posts	400 only	12.00	4,800.00
Salvage and Reinstall Rail End Pieces	8 only	27.00	216.00
Signing			
Removal of Existing Sign Installations	All Required		3,000.00
Move and Modify Existing Signs	All Required		1,200.00
Painted Wood Sign Posts	All Required		2,140.00
Sign Support Footings	All Required		7,500.00
Breakaway Sign Posts	All Required		12,671.00
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Type "A" Signs in Place	68 sq.ft.	15.00	1,020.00
Type "D" Signs in Place	76 sq.ft.	10.00	760.00
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Anticipated Items			
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On-the-Job Trainees (3 @ $800)(E.W.)	All Required		2,400.00
Furnish Power for Field Laboratory Bldg. (E.W.)	All Required		200.00
			$ 2,700.00
	Subtotal		$ 935,971.00
	Engineering		93,596.35
	Total		$1,029,567.35
Salvage Guard Rail	1,076,127 lb.	0.05	(53,806.35)
			$ 975,761.00

Length of Project - - - - - - - - - - -	8.622 Miles
Cost of Roadway (Paving) Per Mile - -	$133,978.80
Cost of Roadway (Safety) Per Mile - -	$113,171.07

Retained in Program Status

Metal Median Barrier Connection	All Required	$ 1,200.00
Random Embankment Construction	All Required	10,000.00
	Subtotal	$ 11,200.00
	Engineering	1,120.00
	Total	$ 12,320.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$1,155,148.00	$1,065,970.00	$ 89,178.00
Roadway Safety	975,761.00	900,432.00	75,329.00
Subtotal	$2,130,909.00	$1,966,402.00	$164,507.00
Retained in Program	12,320.00	11,368.00	952.00
Total	$2,143,229.00	$1,977,770.00	$165,459.00

Group 1 - 100%

Contract No. 8203

Prefix No.: 633-1011

FIFTEENMILE CREEK-CELILO SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$10,000.00

34-1100

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8203

Order No. 4

Section Fifteenmile Creek--Celilo

Date April 8, 197

Highway Columbia River

F.A.P. No. I-80N-3(18)86

County Wasco

Prefix 633-1011 Account No. ~~276-01~~

Description of Work To Be Done:

Replace mileposts. -- to current Freeway Design.

APPROVED EFFECTIVE DATE 4-7-7
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Dist. Engineer
DATE 4-29-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

16 at $22.88 = $366.08

Explanation: There are numerous mileposts missing and/or damaged on the project. Replac all mileposts will provide uniformity throughout the project. The small quantity does itself to obtaining a reasonable price if contracted, also there is no source of posts that meet specifications. The State of Oregon Maintenance Department has on hand a lar quantity of posts purchased from an eastern source that meet specifications.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,204,412.90	
Present estimate of project cost, including $336.08 for work under this order	$2,204,412.90	
Expected under-run / over-run (amount)	$0	
Expected under-run / over-run (per cent)	0	

Submitted by: J. Bryant, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer

Approved: Construction Engineer

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 5, 1976

U. S. National Bank of Oregon
PO Box 14729
Portland, OR 97214

Attention: M. Gluth

Re: Babler Bros. Inc.
Contracts: 8081, 8235 & 8203

We received copies of renewed TCD's 14-00212563, $55,000 and 14-00212564, $75,000 and safekeeping receipt #14483 covering the two securities. These TCD's are deposited in lieu of retainage on Babler Bros. contracts as follows:

Contract	Amount
8081	$35,000
8203	75,000
8235	20,000

These receipts replace matured certificate # 14-197135, $130,000 (safekeeping receipt 144483). There is no change in amounts deposited in lieu of retainage on Babler Bros. contracts.

The State Treasurer will forward to us their copy of TCD 14-206933, $25,000. Please send all future safekeeping receipts and related correspondence to the Highway Division, Accounting Section, Rm. 435 Highway Building, Salem, Oregon 97310. The State Treasurer will no longer be involved in transactions involving securities in lieu of retainage.

V. E. Skoog
controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

CITIZENS BRANCH
636 S.E. GRAND AVENUE
P.O. BOX 14729, PORTLAND, OREGON 97214
HEAD OFFICE — PORTLAND

January 28, 1976

State of Oregon Trea sury Department
James A. Redden, State Treasurer
Salem, Oregon 97310

Dear Sir:

We are enclosing, herewith, copies of renewed instruments Nos. 14-00212563 in the amount of $55,000.00 and 14-00212564 in the amount of $75,000.00, in the name of Babler Bros Inc., which are assigned to you.

Copy of Safekeeping Receipt 144483 is also enclosed.

Yours very truly,

(Mrs.) M.Gluth
Collection Dept

1413 9903 = 100,000

5½ % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212564

MATURITY DATE April 27, 1976 DATE OF ISSUE January 28, 1976 $ 75,000.00
(FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY
The Sum Of UNITED STATES NATIONAL BANK 75000 dols 00 cts DOLLARS
(FACE AMOUNT)

TO * * * * * * FABLER BROS INC. * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Ave. Portland, Oregon 97202
ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT ASSIGNABLE ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM [illegible]

PAYABLE AT Citizens 20
(ISSUING BRANCH) BR. NO. AUTHORIZED SIGNATURE

T.I.N. 93-0374164

INTEREST OPTIONS:

☒ AT MATURITY

☐ ______

INTEREST PAYMENTS:

☐ ______
CREDIT CHECKING ACCT. NO.

☐ ______
CREDIT SAVINGS ACCT. NO.

☒ BY CHECK

11-1771 3-75

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5 % NONNEGOTIABLE TIME CERTIFICATE OF DEPOSIT

No. 4 212563

MATURITY DATE Feb 27, 1976 DATE OF ISSUE January 28, 1976 $ 55,000.00
(FACE AMOUNT)

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY
The Sum Of UNITED STATES NATIONAL BANK 55000 dols 00 cts DOLLARS
(FACE AMOUNT)

TO * * * * * * FABLER BROS., INC. * * * * * * * * * * * * * * * * *

4617 S.E. Milwaukie Portland, Oregon 97202
ADDRESS CITY STATE ZIP CODE

UPON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED ON OR AFTER THE ABOVE MATURITY DATE AND WILL PAY INTEREST ON THE FACE AMOUNT HEREOF FROM DATE OF DEPOSIT AT THE PER ANNUM RATE SET FORTH ABOVE IN THE MANNER SPECIFIED IN THE INTEREST PAYMENT OPTIONS HEREON. INTEREST CEASES AT MATURITY.

THIS INSTRUMENT IS A TIME CERTIFICATE OF DEPOSIT ASSIGNABLE ONLY ON THE BOOKS OF THE ISSUING BRANCH OF THIS BANK AND IS SUBJECT TO ALL RULES AND REGULATIONS NOW OR HEREAFTER ISSUED BY FEDERAL DEPOSIT INSURANCE CORPORATION, THE BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM [illegible]

PAYABLE AT Citizens 20
(ISSUING BRANCH) BR. NO. AUTHORIZED SIGNATURE

T.I.N. 93-0374164

INTEREST OPTIONS:

☒ AT MATURITY

☐ ______

INTEREST PAYMENTS:

☐ ______
CREDIT CHECKING ACCT. NO.

☐ ______
CREDIT SAVINGS ACCT. NO.

☒ BY CHECK

11-1771 3-75

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144483

Branch Citizens No. 20

DATE 10-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of

Babler Bros. Inc
4617 S.E. Milwaukie Oreg.State Highway Div.
Portland, Oregon 97202

DEPOSITED BY B.Evans

$130,000.00	TCD 14 197135 dated 10-30-75 due 1-28-76 @ 5.875% (ren 14189760 & 14 197033)
$55,000.00	TDC 14-00212563 dated 1-28-76 due 2-27-76 @ 5% (renewal of 14-00197135
$75,000.00	TCD 14-00212564 dated 1-28-76 due 4-27-76 @ 5½ (renewal of 14-00197135)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

13-265 7/72

Branch Record Copy

Form 81-734-3030

RECEIVED
Kersey K
5 Bond
2 Jackmond
Harwood
3
Richards
Glenn
Berg
DEC 19 1975
CONSTRUCTION SECTION
FILE:

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon
December 8, 1975

FROM: J. S. [illegible]
Resident Engineer

TO: MEMO TO THE FILES

SUBJECT: Shoulder Settlement and
Subsurface Caverns
Fifteenmile Creek--Celilo
Columbia River Highway
Contract No. 8203

The Westbound lanes embankment was constructed in 1964 under contract 6514 by Richard S. Hawkins, Resident Engineer, The materials for Sta. 2608 to 2609 + 50 came from talus and blow sand excavations right of Eastbound Sta. 1455 + 50 to 1481. Materials for Sta. 2873 + 50 through 2876 were from talus and blow sand cuts right of EB Sta. 1480 to 1515.

The Westbound embankments were topped with one foot of Selected Subgrade Material. The right side of embankments was covered with four inches of Stone Blanket from elevation 158.0 to the bottom of selected subgrade material. The left or river side was covered with three feet of Selcted Rock Embankment to about elevation 165.0, then four inches of stone blanket to bottom of selected subgrade material in area of WB Sta. 2599 to 2616. In area of WB Sta. 2873-2875, typical sections show a minimum of six feet of selected rock embankment over fill slopes to the bottom of Selected Subgrade Material.

Base rock, guardrail, and paving were put on these embankments in 1965-1966 under Contract 6514 by Vernon Shull, Resident Engineer. The typical sections for this contract show:

Plant Mix Stone Base	7.5 inches
Plant Mix Bituminous Base	3.0 inches
A. C. Base Course ("B")	2.0 inches
A. C. Wearing Surface ("B")	1.5 inches
Total Base and Surfacing	14.0 inches

This fourteen inches was placed on top of the twelve inches of Selected Subgrade Material placed under Contract 6514.

Over the years since paving was completed, some settlement has taken place in the fill and riprap at various points along the left shoulder of WB lanes. These settlements have been patched out by Maintenance Forces numerous times. In a depressed area at WB Sta. 2508 + 10 to 2608 + 40 left, of center line we found thirty-two inches of A.C. paving existing.

During the current overlay project, Contract 8203, it was decided to excavate four areas and attempt to stabilize the fills. These were left of WB sta. 2608 + 10-2608 + 40, 2873 + 60-2874 + 20, 2874 + 50-2874 + 90, and 2875 + 50-2875 + 85. Areas were excavated 4.5 feet deep between the guardrail and edge of travel lane. Material taken from the excavations was primarily wet sand. There were only a few rocks with diameters of 8 to 12 inches included in these materials. Areas were then backfilled to within 1.5 feet of grade with shot rock. The remaining 1.5 ft. was leveled with 3/4 to base rock and filled to grade with three lifts of A. C. New riprap was placed on the outside of fills where it had settled.

During excavation in area of Sta. 2873 + 75, an unexpected underground cavern was discovered. The hole extended from about four feet out side to about six feet inside the fogline and was about twelve feet long (east-west). The high point of the dome shaped floor was about six feet below paving surface. Low point around the perimeter of the hole was about eight feet under the surface. Material from above the cavern was knocked down into the hole and area was backfilled like those above.

Also during compaction of the backfill in above areas by vibratory roller, it was observed that streaks of mud or silt were coming out of the fill, through the riprap, at numberous points along the depressed areas. The streaks were seen at various depths from water surface to several feet below surface.

The above depressed areas were excavated and backfilled under Extra Work Order No. 5 between August 21, and September 3, 1975.

On September 19, 1975, traffic was routed over the WB outside traffic lane and shoulder so the inside lane could receive the base lift of Class "B" A. C. Paving. Even though a guardrail punch had worked in the area and the paving machine and vibratory roller had recently placed an A. C. leveling course directly over the area, no sign of fill or pavement settlement was apparent until the paver and roller got to the area putting down the base lift of A. C. Then a four feet diameter hole appeared through the paving sixteen feet left of WB cneter line (four feet outside edge of travel lane).

Phillip Lewellyn was let down into the hole and measured the distance from pavement surface to the top of a small mount of sand, rock, and paving, directly below the hole at four feet. He was not allowed to go further into the hole. By visual inspection only, he estimated the hole to be twenty-five feet by twelve feet with the long distance going from inside face of guardrail posts (two of which he could see in the hole) to beyond the centerline. The roof of the cavern was dome shaped. At the hole it appeared the roof was at a level with the bottom of the base rock (about 1.5 feet below surface). Around the edges, near the guardrail posts it appeared the floor and roof met at about six to seven feet below the surface, while under the centerline, they met at about ten to twelve feet below the surface.

The entire settlement area was opened up and the material, between the guardrail and centerline, was knocked down into the hole and compacted. The hole was then backfilled with shot rock to within 1.5 feet of grade. Remaining 1.5 feet was leveled with 3/4"-0 base rock and filled to grade with three lifts of A. C.

At the area 2873 + 10-2873 + 40 the pavement elevation is approximately fifteen feet above normal pool (158.5) the sand in the sink was 160-200 mesh material free water (by capillary action) was quite apparent immediately below our base rock 1.5 feet under the pavement.

At the area 2608-2609 + 50, on the easterly approach ramp to the Big Eddy Railroad Overcrossing structure the pavement grade is some 35 feet above normal water level. The sand at this sink was damp but no indication of free water by capillarity.

As noted above, the excavation and backfilling of the depressed areas was performed under Extra Work Order No. 5. Cost of the work is expected to be about $15,000.00, after discussion and approval by our Region office and FHWA.

Speculation at this office is that fluctuations of T. Dalles Dam pool level and wave action through riprap, aggrevated by vibrations from traffic and possibly some unstable original river bed under fills, caused piping action or migration of blow sand fill material out from under roadway. It is also speculated the two "holes" may have been much lower in the fill to begin with, but "migrated" up through the fill during recent strong vibrations from guard-rail punch and compaction by vibratory roller operations this year.

Becuase most of this 5.75 mile fill was made from similar material, the possiblity, even likelihood, exists that additional holes exist. Close attention should be given to any future settlements along this section as they may be an indication of another hole having worked its way up to the surface.

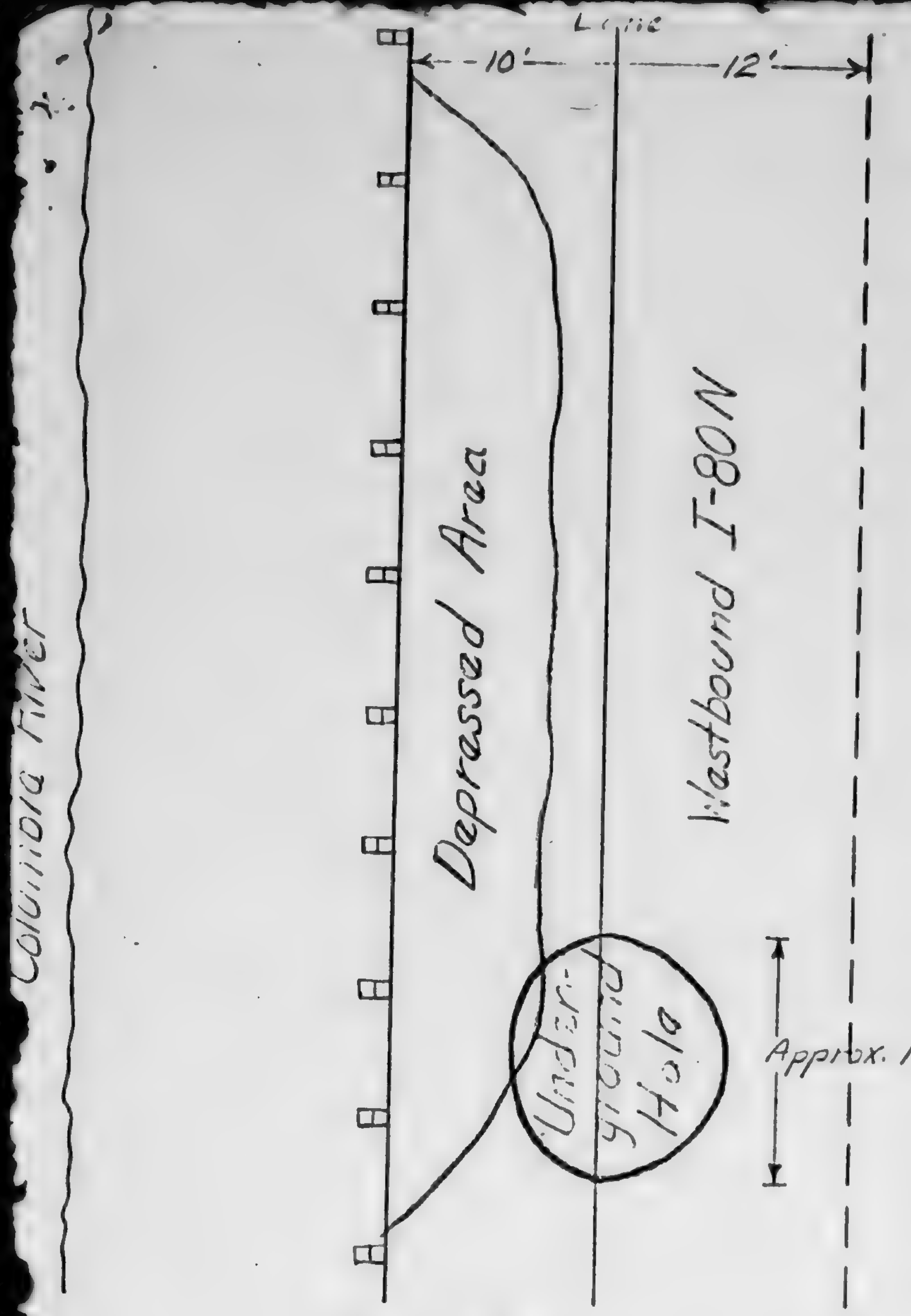
At the time of original consturction it was anticipated that piping might occur, and trouble spots develope. It was felt that the lower cost of the blow sand fill construction was a calculated risk, and repair at a later date would be far less costly. I feel this is certainly so thus far.

Attached are three typical sections of the shoulder settlement and sink hole problems.

JSS:ELC:su

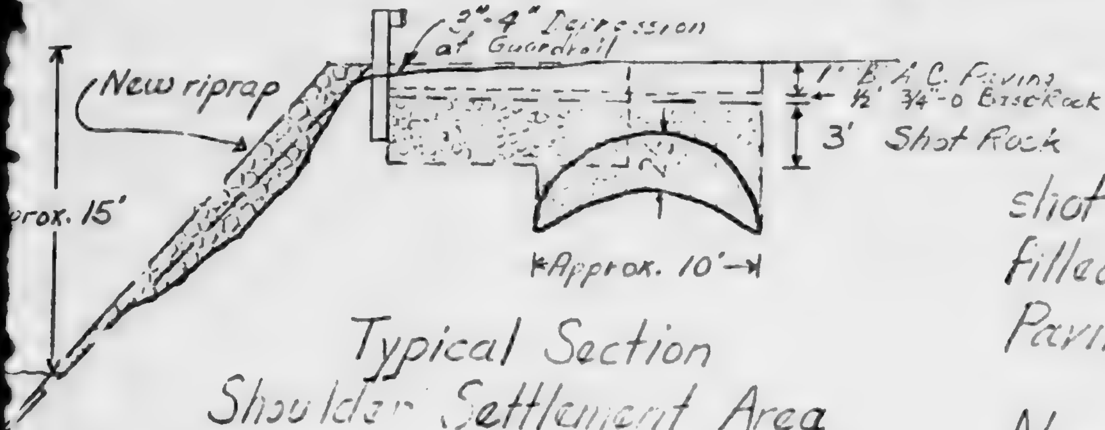
enclosures

cc: David Carter, FHWA
C. T. Keasey ✓
C. M. Williams
R. VanCleave
F. W. Yarbrough
File



Existing fill had settled over area 60 ft. long and to about 2 ft. outside edge of travel lane on Nort side of W.B. lanes causing settlement of A.C. Paving & riprap.

Area was excavated between guardrail and 2 ft. outside travel lane (3 ft. wide) to a depth of 4½ ft. During excavation, a hole was uncoved which had not been indicate above ground. Hole extended from about 4 ft. outside to about 6 ft. inside edge of travel lane & was about 12 ft. long. Cavern roof & floor were dome shaped. At cente roof was about 3½ ft. & floor was about 6 ft. below surface. Around edges depth was about 8 ft. below surface. Area above hole was excavated.



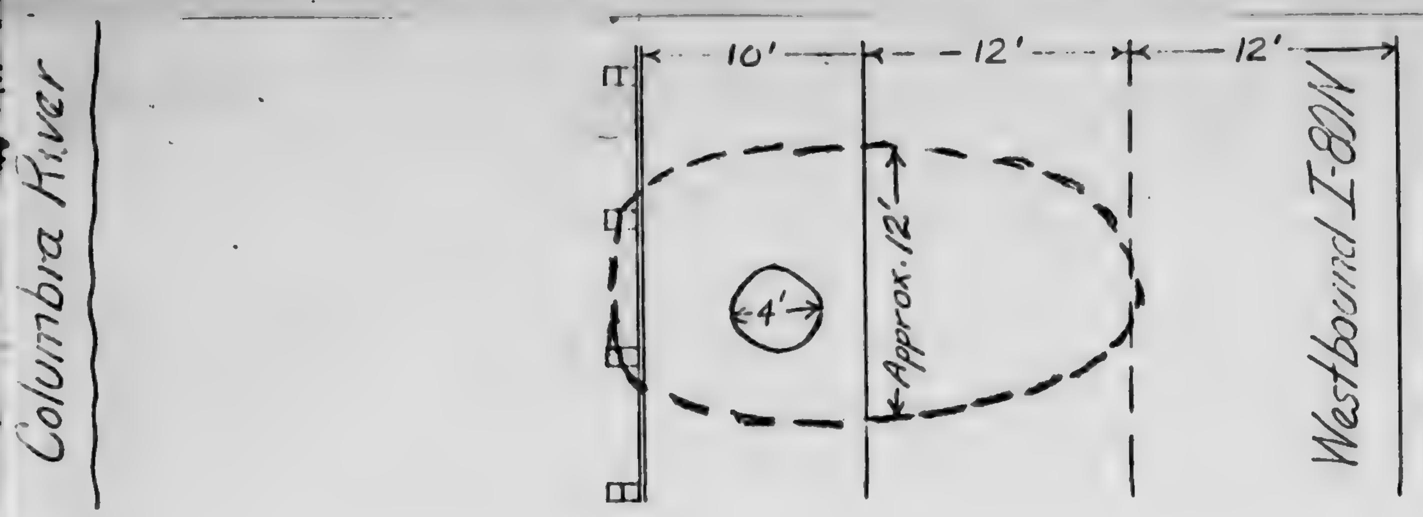
Areas were then backfilled within 1½ ft. of surface with shot rock. Remaining 1½ ft. was filled with Class "B" Asph. Conc. Paving (1 Ft.) & ¾"-0 BaseRock (½ Ft.)

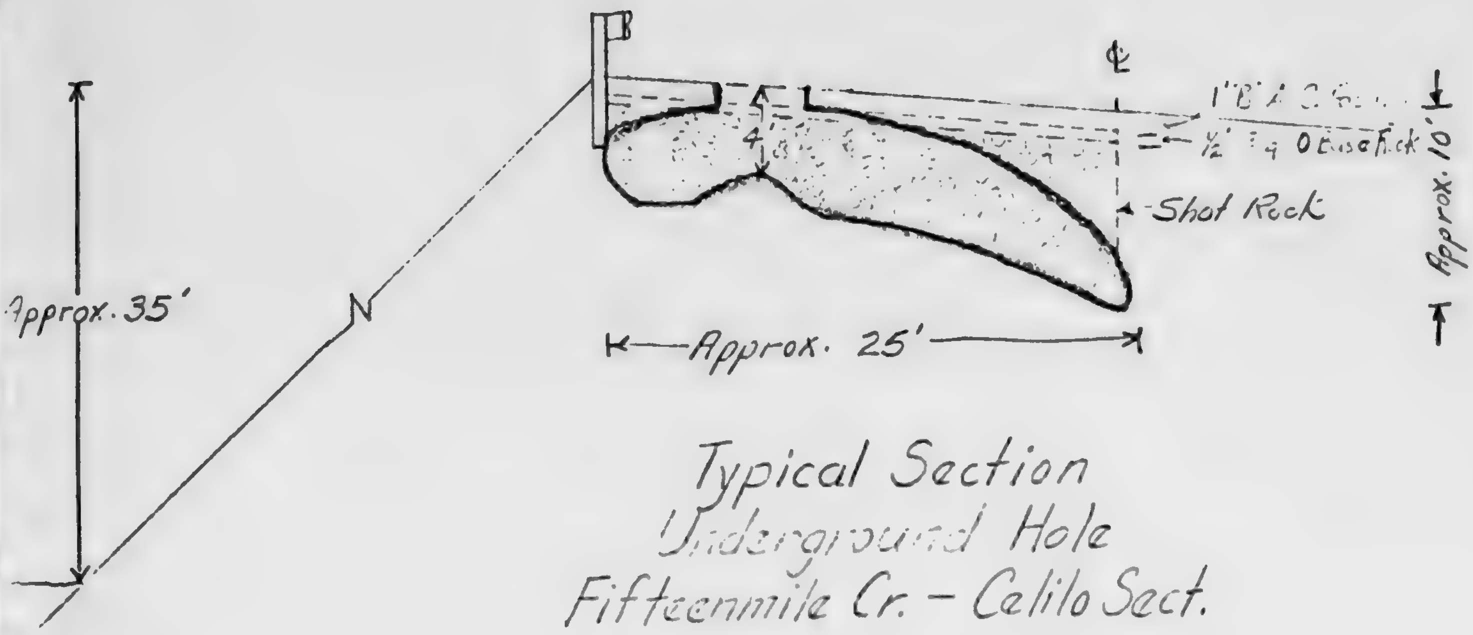
New riprap was placed along outside of fill.

While vibratory roller was compacting rock, streaks of mud or silt were observed coming out through riprap from surface level to several feet below surface level of river at several points along depressed area.

Typical Section
Shoulder Settlement Area
&
Underground Hole
Fifteenmile Cr. - Celilo Sect.
Columbia River Highway
W.B. 2873+60 to 2874+20 Lt.
Cont. 8203 Prefix 633-1011
J.S Sawyer, Res. Engr.
Sept. 1975

C. 11-17-75



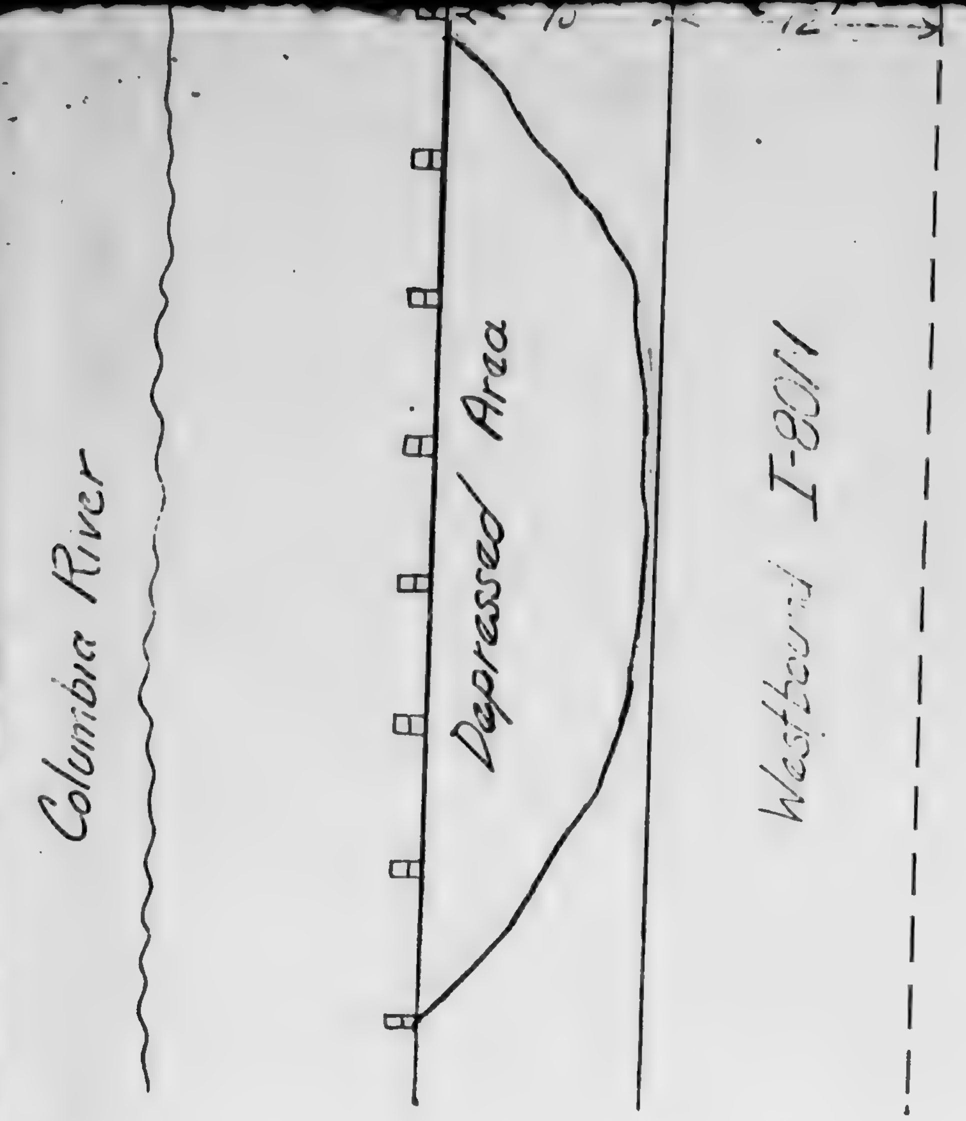


Typical Section
Underground Hole
Fifteenmile Cr. - Celilo Sect.
Columbia River Highway
W.B. 2609+50 Left
Cont. 8203   Prefix 633-1011
J.S. Sawyer, Res. Engr.
Sept. 1975

This area showed no external signs of having a cavern under the pavement surface even during time A.C. Leveling course was placed directly over it. First indication of a hole developed during paving base lift on inside travel lane. Traffic had been routed over outside lane & shoulder. When paving machine & vibratory roller reached this area, a 4 ft. diameter hole developed through paving in shoulder. From visual inspection by man standing on mound just below hole, estimated size of hole was 12 ft. by 25 ft. dome shaped roof with slightly dome shaped floor. Lowest point was estimated to be 10 to 12 ft. below centerline. The bottom of one guardrail post was completely exposed & the side, near bottom, of another post was visible in the hole.

Hole was excavated (materials in roof between guardrail & centerline were knocked down into hole & compacted) and backfilled with shot rock to within 1½ ft. of surface. Remaining 1½ ft. was filled with Class "B" Asph. Conc. Paving (1 Ft.) & 3/4-0 Base Rock (½ Ft.).

ELC 11-17-75



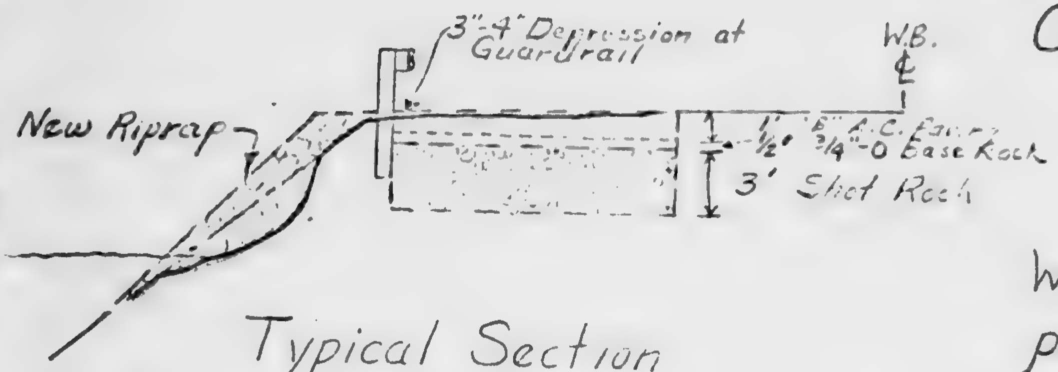
Existing fills had settled over areas 30 to 40 ft. long and about to the 12 ft. edge of travel lane on North side of W.B. lanes causing settlement of A.C. Paving & riprap.

Area Lt. 2608+10 to 2608+40 had 32" of Existing A.C. where maintenance had patched depression before.

Areas were excavated between guardrail and travel lane (10 ft.± wide) to a depth of 4½ ft. Then areas were backfilled with 3 ft. of shot rock. Then areas were brought to grade with approximately ½ Ft. 3/4"-0 Base Rock & 1 Ft. Class "B" Asph. Conc. Paving.

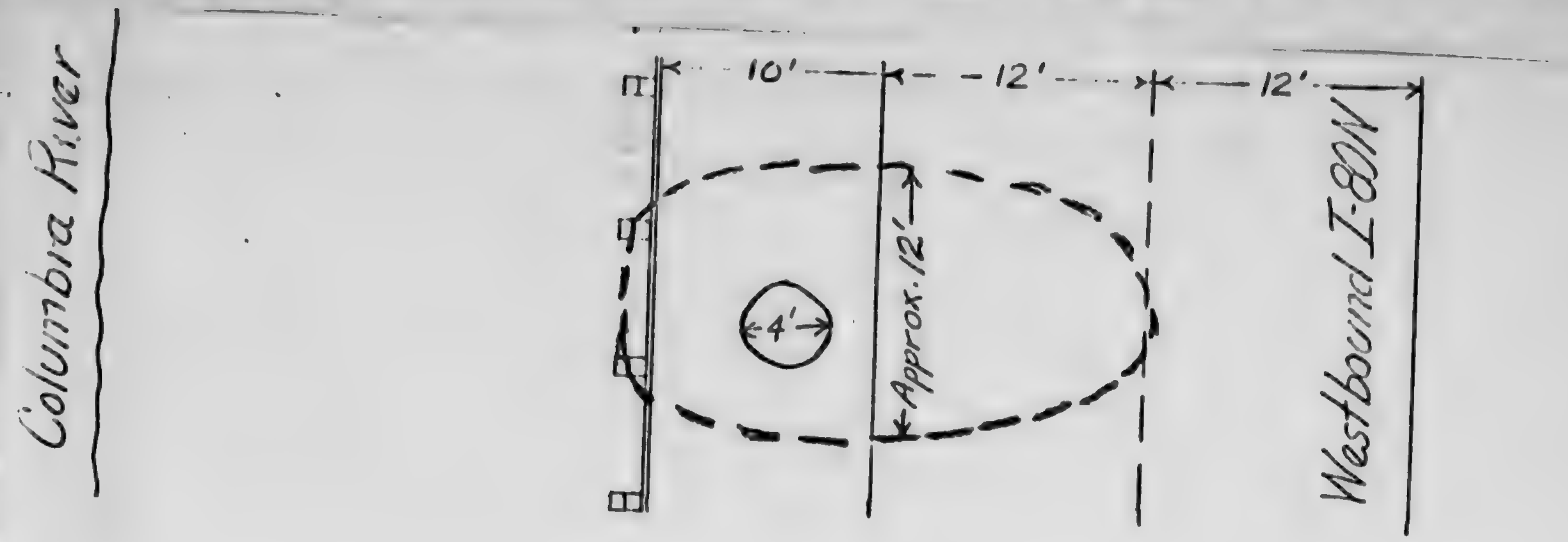
New riprap material was placed along outside of fill.

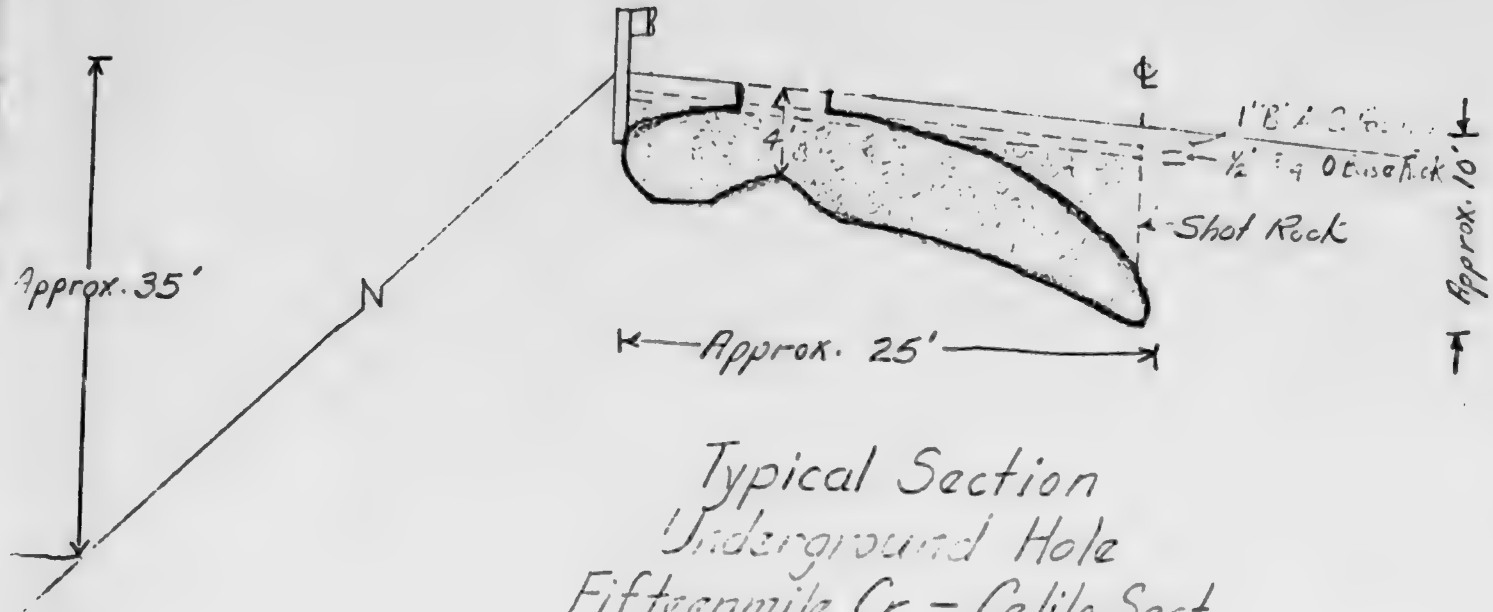
While vibratory roller was compacting rock, streaks of mud or silt were observed coming out through riprap from surface level to several feet below surface level of river at several points along depressed areas.



Typical Section
Shoulder Settlement Areas
Fifteenmile Cr. - Celilo Section
Columbia River Highway
W.B. 2608+10 to 2608+40 Lt.
W.B 2874+50 to 2874+90 Lt.
W.B. 2875+50 to 2875+85 Lt.
Cont. 8203 Prefix 633-1011
J.S. Sawyer Res. Eng'r.
Sept. 1975

E.L.C. 11-17-75





Typical Section
Underground Hole
Fifteenmile Cr. – Celilo Sect.
Columbia River Highway
W.B. 2609+50 Left
Cont. 8203 Prefix 633-1011
J.S. Sawyer, Res. Engr.
Sept. 1975

This area showed no external signs of having a cavern under the pavement surface even during time A.C. Leveling course was placed directly over it. First indication of a hole developed during paving base lift on inside travel lane. Traffic had been routed over outside lane & shoulder. When paving machine & vibratory roller reached this area, a 4 ft. diameter hole developed through paving in shoulder. From visual inspection by man standing on mound just below hole, estimated size of hole was 12 ft. by 25 ft. dome shaped roof with slightly dome shaped floor. Lowest point was estimated to be 10 to 12 ft. below centerline. The bottom of one guardrail post was completely exposed & the side, near bottom, of another post was visible in the hole.

Hole was excavated (materials in roof between guardrail & centerline were knocked down into hole & compacted) and backfilled with shot rock to within 1½ ft. of surface. Remaining 1½ ft. was filled with Class "B" Asph. Conc. Paving (1 Ft.) & ¾-0 Base Rock (½ Ft.).

ELC 11-17-75

Fifteenmile Cr.-Celilo Section

Sta. 2609+50

Looking at hole from east.

Note: Camera is in direction of easterly looking photo.

Fifteenmile Cr.-Celilo Section

Sta. 2609+50

Standing in hole looking easterly at roof of cavern. May be floor in lower edge of photo.

Fifteenmile Creek-Celilo Section

Sta. 2609+50

Standing in hole looking westerly at roof of cavern.

Floor is at lower edge of photo.

850

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 5, 1975

Mr. Pat Blair
Blair Services
P. O. Box 823
Salem, OR 97308

Re: Utility Vault Co.
Fifteenmile Cr.-Celilo Sec.
Contract No. 8203

Dear Mr. Blair:

Your December 1, 1975 letter to Mr. Klaboe has been referred to this office. As you noted in your letter, I do question the contention by Utility Vault Co. that they are a materialman on the subject project.

I utilize the "Labor Compliance Manual, U.S. Department of Transportation" as a guide to determine when a fabricator is covered by the Davis-Bacon Act. A satellite facility, established to serve a Federal-aid project exclusively, is covered by the contract minimum wages according to that manual. There must be sales from the facility in sufficient quantities to other than Federal-aid contractors to exempt the fabricator from the act. As Oregon has a "Little Davis-Bacon Act", the sales would actually have to be to other than public work contractors.

I realize that the manual may be incomplete and recent laws or legal decisions may make portions of the manual obsolete. If you have information that you feel is pertinent, I would appreciate receiving a copy of the data.

While our mailing address is the Highway Building, our office is actually located at 325 13th N.E. Salem, Room 504, (ph. no. 378-6318) should you wish to discuss this question. I would be available at almost any time but would appreciate knowing of any visit in advance so that a representative of the Federal Highway Administration could be invited to attend.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Labor Compliance Officer

RECEIVED
DEC 8 1975
Office of
Assistant State Highway Engineer

WR:mk

cc: H. S. Coulter/att.
Federal Highway Administration/att.
bc: Carl Williams/att.
J. S. Sawyer/att.

NOTED
H.S.COULTER

Form 81-734-3123

Labor Relations
Contract Negotiations
Health & Welfare Programs
Pension Annuity Programs
Professional Association Management

BLAIR SERVICES

INDUSTRIAL RELATIONS

Salem, Oregon 97308
P. O. Box 823
Phone 585-4365
or 363-6204

Routing
1 Keasey K RECEIVED 3 Richards W
2 Bond ✓
___ Jackmond ___ DEC 3 1975 ___ Glenn ___
___ Harwood ___ ___ Berg ___
___ Johnsen ___ CONSTRUCTION
___ Walker ___ SECTION

December 1, 1975

Mr. Fred Klaboe
Administrator
State Highway Department
State Highway Bldg.
Salem, Oregon

Re: Utility Vault Co.
Concrete Divider Division

Dear Mr. Klaboe:

The attached two letters indicate that there may be some question in mind as to the status of this firm as to the Davis-Bacon Act.

Having been through this matter many times before with both the Highway Department, the Bureau of Public Roads and the Army Engineers legal department we do not see that there need by any concern other that the fact that this firm is a Material Supplier according to the opinions given by the Solicitor General of the United States, as far back as 1947.

After you have had a chance to review the file in this matter, I should appreciate some acknowledgement from your office that this firm is a Material Supplier, or would appreciate our being able to meet with those that seem to question the fact.

It is essential that some decision be made prior to this firm being required to quote prices to your department for future orders.

Yours very truly,

Pat Blair

Pat Blair
For Utility Vault Co.
of Auburn Washington.

jmb
cc: William Finch

ESH

RECEIVED
DEC 2 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 2'75
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					K	

OREGON STATE
HIGHWAY DIVISION
P. O. Box 420
The Dalles, Oregon 97058

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

Babler Bros., Inc.
P. O. Box 02008
Portland, Oregon 97202

RE: Utility Vault Company as Material Man
Fifteenmile Creek--Celilo
Contract No. 8205

Gentlemen:

Information recently submitted by Utility Vault Company to support its position of material man is not sufficient. Proof of sales for other than public works contracts from the particular facility in question (The Dalles Port Site) are required.

If sales for other than public works contracts do not exist then the situation must be considered a sub-contract.

Unless the Utility Vault Company is able to show proof of sales from the facility in question, it would appear that the work is covered by the Davis--Bacon Act and the contract minimum wages would apply. Proof that efforts were made to sell to the public or orders received might be acceptable for a new but permanent facility.

Very truly yours,

J. S. Sawyer
Resident Engineer

JSS:su

cc: Robert A. Sandmann
Utility Vault

Form 81-734-3123

UV UTILITY VAULT COMPANY
DIVISION OF CONCRETE CONDUIT COMPANY
P. O. Box 588 • Auburn, Wash. 98002 • (206) 839-3500

September 26, 1975

Babler Bros., Inc.
P.O. Box 02008
Portland, Oregon 97202

Gentlemen:

This will acknowledge a copy of a letter forwarded by you, to us, from J.S. Sawyer, Resident Engineer, Oregon State Highway Division. Mr. Sawyer has suggested to establish our company as the supplier of materials, or manufactured products, that he should be furnished evidence of a significant amount of sales of concrete products for purposes other than products for Federal Aid Contracts.

We have plants in Oregon, Washington, California and Arizona, I am confining the report to our Oregon operation. Total sales for the past four and one-half years amount to $5,327,554. Sales on Federal Aid Contracts amounts to $1,345,418. The balance of our sales are to utility companies for underground vaults. The principle user of which are: Portland General Electric, Pacific Power and Light Company, Pacific Northwest Bell Company and General Telephone Company. This ratio of sales does not differ greatly for our operations in Washington and Arizona.

The following is a detail for the years referred to above:

YEAR	TOTAL SALES	LESS OTHER SALES	MEDIAN BARRIER SALES
Fiscal			
1972	$ 760,561	$ 286,910	$ 473,651
1973	1,376,375	821,553	554,822
1974	1,255,234	1,192,148	63,086
1975	1,178,385	1,085,507	92,878
Six mos.75	756,999	596,018	160,981
Totals	$5,327,554	$3,982,136	$1,345,418

I trust this will satisfy your request for establishing us as a material supplier.

Very truly yours,

John B. Schack
President

JBS:yh

PLANT LOCATIONS: Auburn, Washington / Wilsonville, Oregon / Pleasanton, California / Chandler, Arizona

8203

45

OREGON STATE HIGHWAY DIVISION

P. O. Box 420
The Dalles, Oregon 97058

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Routing
1 Keasey K RECEIVED Richards
2 Bond Glenn
3 Jackmond OCT 1 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

NOTED
H. S. COULTER

September 30, 1975

Babler Bros., Inc.
P. O. Box 02008
Portland, Oregon 97202

RE: Hunting Season Road Closure
Fifteenmile Creek--Celilo
Columbia River Highway
Contract No. 8203

Gentlemen:

This is to inform you that you will be restricted from working on the east bound side of the roadway including the shoulder, or otherwise interfering with the east bound flow of traffic from midnight, Thursday, October 2, 1975 until midnight, Sunday, October 5, 1975 to accomodate for the hunting season traffic.

This does not prevent you from performing work in the west bound lanes until the normal 2:30 P. M. quitting time Friday, October 3, 1975.

Very truly yours,

J. E. Sawyer
Resident Engineer

JES:su

cc: Carl M. Williams
✓Construction
Harvey Cooper
File

RECEIVED
OCT 2 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123

20

R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-3(68)86

STATE PROJECT NO. Fifteen Mile Creek-Celilo

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO. I-815

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	
						✓

DATE PS&E APPROVED April 23, 1975

DATE AUTHORIZATION EFFECTIVE April 23, 1975

FEDERAL ROUTE NUMBER Interstate 80N

STATE ROUTE NUMBER Columbia River Hwy Route #2

GENERAL LOCATION: I-80N, The Dalles dam, east to Celilo

GENERAL DESCRIPTION OF WORK: Grade, drain, high type pavement, sign and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Perm. Pavement Striping -	$4,000
Stage Const. Striping -	200
Temp. Erosion Control -	100
On-the-Job Training -	2,400
Furnish Power for Lab -	200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

PS & E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-5-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 04-30-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2

4-18-75

Transaction number 4-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-16-75

BY (Signature): L.W. Rulien's April 9, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 815 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
815	I-80N-3(68)86	8.6	3,015,000	2,782,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Fifteenmile Creek Celilo Section Wasco County-State of Oregon	Grade, drain, high type pavement, sign and guardrail.

RECEIVED
STATE HWY ENGR
APR 18 '75

REMARKS (Division)

4-18-75
ORIGINAL TO.
L.W. Rulien

RECEIVED
APR 1? 1975

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-16-75	[illegible]

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as [illegible], any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-48
(Rev. 3-71)

GPO 915.690

8203

8203

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-3(-)
Fifteenmile Creek-Celilo Section
Salvage Value of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 1, 1975 letter, we agree that $0.05 per pound is a satisfactory salvage value to be credited to the Federal-aid project for guardrail and related hardware removed from the roadway and not reinstalled.

G. L. Green

cc:
OSHD (F Terpin)
OSHD (C Keasey)

NOTED
E. S. HUNTER

TE
L. JOHN

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
Hunter
FOR

Info	Inves.	R/D	D.R.	Sign	[illegible]	[illegible]
					✓	

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3903

2

~~PRO 6-2~~

April 9, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects I-80N-3(68)86

We are submitting program data for one project, Item No. 815, Project No. I-80N-3(68)86, "Fifteenmile Creek-Celilo Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Encl.

JG:js

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-9-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N, The Dalles Dam, E. to Celilo 21 65	ADT	PRESENT 6,950	FUTURE 12,900 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STA CO (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, Sign, G-rail 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (65) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 28	NUMBER 80-3 7	SEQ. (68

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Wasco			CODE 065 (14) (16)
	NAME OF URBAN AREA 17-31 - -	ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)	U.S. (37) I-80N (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	52	I-80N, The Dalles Dam,E. to Celilo	(54) (58)	(59) (66)	(67) (75)			
5					PE								Gr. with lane 6' min. revi slop rail mino & ot
5					ROW								
5					CONST (CODE) (Safety) 6201		"Fifteenmile Creek-Celilo Section"	8.6	3,015,000	2,782,000	233,000		ROW Acce Park comp

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	8.6	3,015,000 (10) (23)	2,782,000 (24) (33)	233,000	
1	14	PROGRAM APPROVAL DATES					REMARKS Additional Data: Item Nos.: 1 754; Project Nos. I-80N-3(20), (36), (41) respectively.	

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-9-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, The Dalles Dam, E. to Celilo		6,950	12,900	95	10	Oregon	41	042	815

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
. Pave, Sign, G-rail		▨	▨	▨	▨			I-	80-3	(68)	86	N

PROJECT NUMBER

I. Projects Only

NDS

Interstate

- -

COUNTY NAME: Wasco

CODE: 065

ROUTE NO.: I

FEDERAL-AID: I-80N

STATE: 2

U.S.: I-80N

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, The Dalles Dam,E. to Celilo						Gr., dr., & overlay, with AC pave. 4-12' lanes with 10' R & 6' L shldrs. & 8.4 min. median. Safety revisions of roadway slopes, signs, guard-rail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (CODE) (Safety) 6201		"Fifteenmile Creek-Celilo Section"	8.6	3,015,000	2,782,000	233,000		ROW - 300' normal; Access control-full; Parking restrictions-complete.
Y		PROJECT TOTALS	8.6	3,015,000	2,782,000	233,000		

PROVAL DATES

REMARKS Additional Data: Item Nos.: 188, 320, 348 & 754; Project Nos. I-80N-3(20), (36), (41) & (66), respectively.

-over-

USCOMM BUSCOMM-DC 48908-P61

FIFTEENMILE CREEK-CELILO SECTION

PROJECT NO. I-80N-3(68)86

REMARKS - continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right shoulder and 6-foot normal left shoulders and 8.4-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

(b) District 9 Clearinghouse- Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under provisions of par. 6c.

(b) Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - -	$1,715,000
Safety Revisions (Y codes 002, 007, 101, 106) - -	1,300,000
Total Est. Cost	$3,015,000

8203

e

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

NOTED
E. S. HUNTER

Gentlemen:

Re: Fifteen Mile Cr.-Celilo Section
Columbia River Highway
Wasco County

In my letter of April 1, 1975, regarding this subject an error was inadvertently made in the first paragraph. Instead of 122,083 linear feet of rail members it should read 135,514 linear feet. Please change this accordingly.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin

Frank E. Terpin
Final Design Engineer

WEC:jh
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
C. M. Williams

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 1, 1975

RECEIVED
APR 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Re: Fifteen Mile Cr.-Celilo Sec.
Columbia River Highway
Wasco County

Dear Mr. Green:

There will be an excess of 122,083 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Mosier maintenance yard at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members being placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the Mosier maintenance yard as directed.

Wood posts not reinstalled on the project shall become the property of the contractor at the point of removal.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.
2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Initially the project will be credited for 1,076,127 pounds at $0.05 = $53,806. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J.H.V.

J. H. Versteeg
Road Design Engineer
by Frank E Pospi

WEC:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
C. M. Williams

8204 Pine Grove-Wapinitia Rd Sec 197
Wapinitia Hwy W of Maupin
(Grading, paving, & 1 structure)

8204

August 17, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On August 11, 1976, we wrote to you concerning release of final payment on Contract No. 8204 awarded to L. W. Vail Co., Inc., for work on the Pine Grove-Wapinitia Road Section of the Wapinitia Highway in Wasco County.

Final payment on this contract is $4,344.15 and the total contract amount is $559,097.06 including $4,830.21 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc L. W. Vail Co., Inc.
1920 N. 4th St.
P. O. Box 847
Pasco, WA 99301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

# 416

June 16, 1976

AGENDA
JUN 2 9 1976
#10

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County C-D [illegible] 1974 [illegible]

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County no h-

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County C-D June 6, 1975 Ontario

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County C-D Jan. 15, 1975 Pedee

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County no h-

7) Poormans Creek Section,
Jacksonville Highway, Jackson County no h-

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County no h-

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

Fran

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

COPY FOR ~~MR.~~ agenda file
From Cecil Head

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

#416

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Catherine Creek Section of the La Grande-Baker Highway in Union County,

b. Olney Cutoff Road Junction of the Nehalem Highway in Clatsop County,

c. Pine Grove-Wapinitia Road Section of the Wapinitia Highway in Wasco County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearings were required on the above sections; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Catherine Creek Section in Union County, the Olney Cutoff Road Junction Section in Clatsop County and the Pine Grove-Wapinitia Road Section in Wasco County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the route location and highway design as shown on the Engineer's map of the Catherine Creek Section of the La Grande-Baker Highway, beginning at Highway Engineer's Station 492+40 east of Hot Lake and extending in a southeasterly direction to Highway Engineer's Station 514+15.6 west of Catherine Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-611 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

June 29, 1976

1b. That the route location and highway design as shown on the Engineer's map of the Olney Cutoff Road Junction Section of the Nehalem Highway, beginning at Highway Engineer's Station 18+00 just west of the Junction and extending in an easterly and southerly direction to Highway Engineer's Station "Br" 4+00 just south of the North Fork Clatskanie River and extending back north of the river and east to Highway Engineer's Station 28+00 just east of the Junction which map for identification purposes bears Survey Design Approval Map File No. 1R-4-613 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map of the Pine Grove-Wapinitia Road Section of the Wapinitia Highway, beginning at Highway Engineer's Station 1058+40 in the community of Pine Grove and extending in an easterly direction to Highway Engineer's Station 1294+74.85 just east of Wapinitia Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-618 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

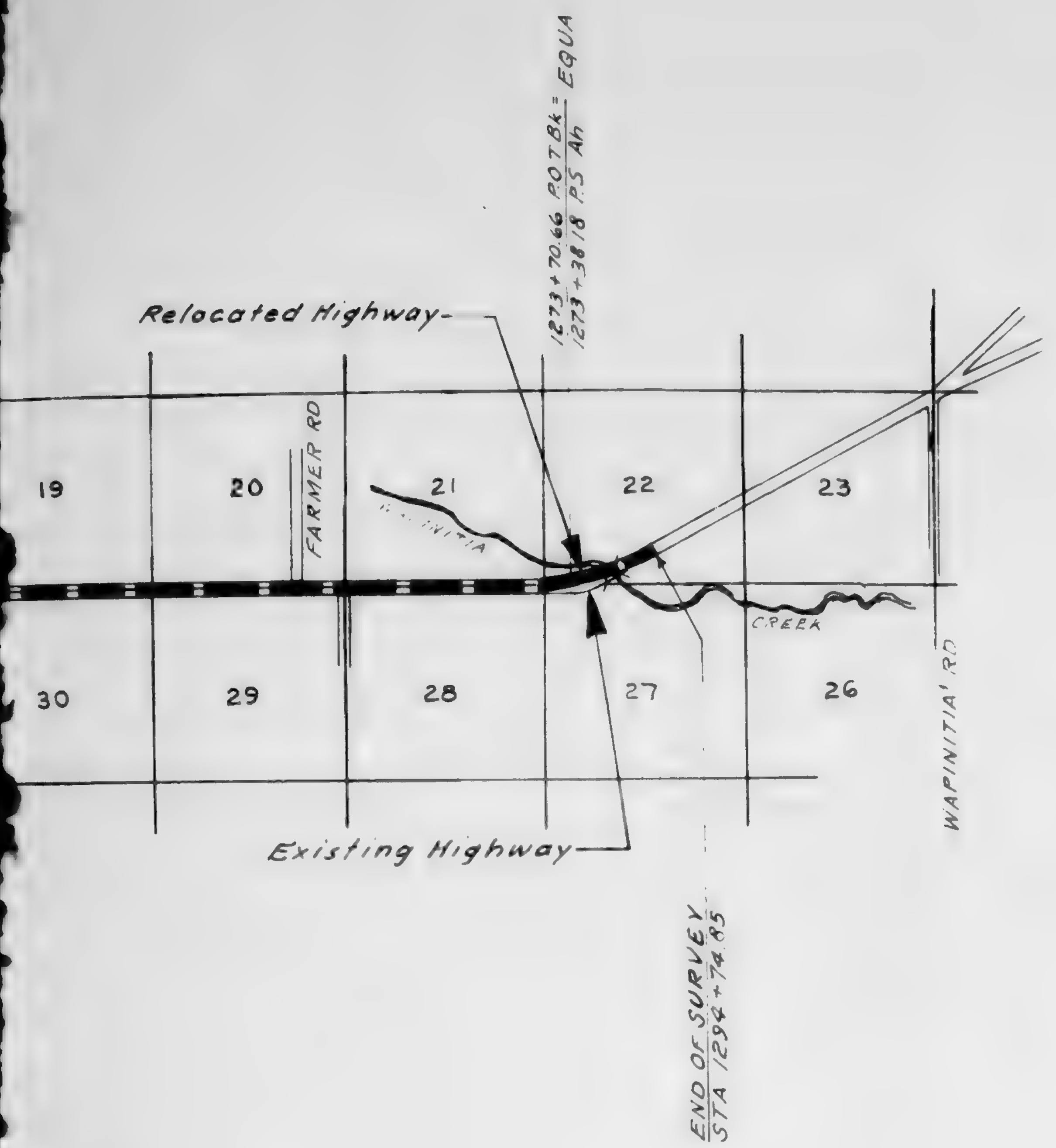
2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 416."

June 29, 1976

1R-4-618



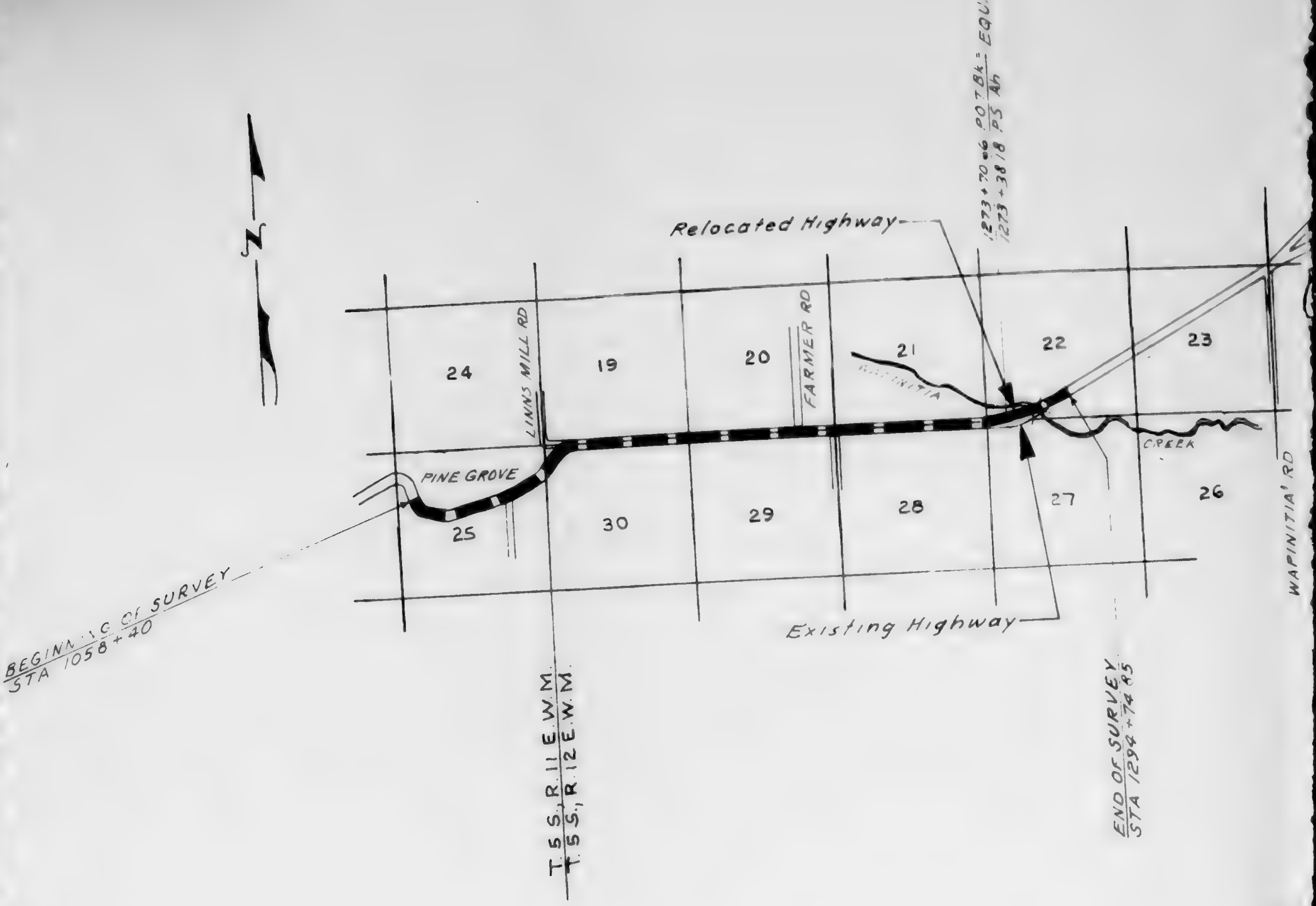
PUBLIC HEARING None Required
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL None

APPROVED: 5 - 11, 19[illegible]

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP
PINE GROVE-WAPINITIA RD. SECT.
WAPINITIA HIGHWAY
WASCO COUNTY

SCALE: 1" = 1 Mile
DATE: June, 1976
FOR DETAILS SEE DRG. NO. 4B-11-6



PUBLIC HEARING None Required
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL None

APPROVED: 6-11, 19[illegible]

DEPUTY STATE HIGHWAY ENGINEER

FORM 81-734-3001

8204

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Pine Grove - Wapinitia Rd.	WEEK ENDING April 30, 1976	15
	SECTION PREFIX 33-0501	
HIGHWAY Wapinitia	COUNTY Wasco	

NAME OF JOB Pine Grove - Wapinitia Road	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR L. W. Vail Co., Inc.	CONTRACT NUMBER 8204	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 22, 1975	DATE WORK STARTED June 17, 1975	ESTIMATED COMPLETION DATE October 14, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED ~~WORK DAYS~~ calendar Calendar	~~WORK~~ DAYS USED 120
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS ----	CALENDAR DAYS USED ----
	SPECIFIED COMPLETION DATE ----	PERCENT OF TIME ELAPSED 40%
PROJECT AUTHORIZATION: $655,831.38		
EXCLUSIVE OF ENGINEERING: $603,827.13	ENGINEERING AUTHORIZATION $52,004.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $561,895.59	ENGINEERING COST TO DATE $53,862.10 [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 6.6 [illegible] %	PERCENT OF AUTHORIZATION 104 [illegible]	DATE PROJECT WAS COMPLETED: October 14, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.92	4.48			4.48
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.92	4.48			4.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,700 CY	11,600			24,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4,685.33 CY	13,634.655 T			24,325.470 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,685.33 CY	13,634.655 T			24,325.470 Ton
AVERAGE DAILY QUANTITIES	22 CY	76 Ton			135 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4936A						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	------------	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
MAY 3 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity on project today
MONDAY	No activity on project today
TUESDAY	No activity on project today
WEDNESDAY	No activity on project today
THURSDAY	No activity on project today
FRIDAY	No activity on project today
SATURDAY	No activity anticipated on project today

REMARKS

Semi-Final Estimate was submitted to region office on Friday of this week.

FINAL REPORT

SIGNED W. Reid Meritt LOCATION The Dalles
W. Reid Meritt, Res. Eng'r.

SIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216 Construction Construction Region File

8204

44

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 7, 1975

TO Carl Williams
Region 4 Engineer

FROM Frank E. Terpin
Final Design Engineer F.E.T.

SUBJECT Pine Grove-Wapanitia Section
Wapanitia Highway
Wasco County

Transmitted herewith is the foundation information we have for the subject project.

If you desire additional information or have any questions, please contact Mr. R. W. Ellison, Administration Bridge Engineer.

This transmittal is being made to satisfy the requirements of Special Provisions which state that records of subsurface explorations will be made available for the bidders inspection and evaluation at the office of the Resident Engineer.

FET:jh
Enclosure

cc: R. W. Ellison
C. G. Swenson

8204

44

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 18, 1975

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: **Pine Grove-Wapinitia Road Sec.**
Wapinitia Highway
Wasco County

TO: MEMORANDUM TO THE FILES

I discussed the subject project with Dick Hawkins, District Engineer and Reid Merritt, Resident Engineer on March 17, 1975.

They had been requested by Carl Williams to review the subject project to determine the estimated equipment rental quantities required to excavate and replace shoulder surfacing. Their recommendation is that none is required.

They requested, however, that $7,500 be included in the project authorization as an additional anticipated item to cover such work as the Resident Engineer may consider necessary.

FET:we
cc: Carl M. Williams
Dick Hawkins
Reid Merritt
Buz Swan
Clarence Gregg
C. G. Swenson
W. E. Cole

SALEM, OREGON

March 12, 1975

Mr. John R. Oakes
Asst. Right-of-Way Engineer

[illegible] BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

Programing
Pine Grove-Wapinitia Road Section
Wapinitia Highway
Wasco County

State funds in the amount of $3,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7/28/73, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 33-2601 should be used for this expense.

CRN:ljt

cc: Bill Monner
    C. P. Laux

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 10, 1975

TO L. W. Rulien
Project Management Engineer

33-2601

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
Pine Grove - Wapinitia Road Section
Wapinitia Highway
Wasco County

Please program the right of way for this Federal aid project with the Federal Highway Administration or authorize the use of State funds.

The right of way is estimated at $3,000 and as there is no relocation, a relocation plan is not required.

JRO:ha
cc M. R. Mitchell
Bob Poggione

~~State~~ Cont. bond funds for R/W
L W Rulien

PROJECT MANAGEMENT SECTION
ROUTING | ACTION | INFO
PROG. & [illegible]
MAR 10 1975
REMARKS:

8204

44

Salem, Oregon
February 19, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48507 - [redacted] Woodside
Pine Grove - Wapinitia Section
Wapinitia Highway
Wasco County

Attached is a description, an authorization and Right of Way prints covering Right of Way for a new crossing of Wapinitia Creek on the subject section.

This project is presently scheduled as item 4 on May 22, 1975.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 10 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8204.

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 14, 1975

TO
Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic
Development District
Wasco County Courthouse
The Dalles, OR 97058

FROM
George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Primary Rural Funds
State Admin. Dist. No. 9
Pine Rd.-Wapinitia Rd. & Wapinitia Hwy. Jct.
Wapinitia & The Dalles-Calif. Hwys.
Wasco County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early Programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 27, 1975.

Attachment

BLG:wm

cc:
G. L. Green, FHWA
F. B. Klaboe ✓
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
R. S. Hawkins
Carl M. Williams
Aeronautics Div.

RECEIVED
STATE HWY ENGR
FEB 18 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Bldg. — 46] CITY [60: Salem, — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Pine Rd.-Wapinitia Rd. & Wapinitia Hwy. Jct.-Maupin, District 9

11 12] PROJECT LOCATION CITY [45: Wapinitia & The Dalles-Calif. Hwys. — 46] PROJECT LOCATION COUNTY [79: Wasco County

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71
This proposal involves two sections each on a different highway. The

06 12] Wapinitia Hwy. Project (approx. 6.5 miles in length) will overlay the [71

07 12] existing facility with realignment to flatten curves. The Dalles-Calif. [71

08 12] Hwy. Project, approx. 1.7 miles in length will also realign curves [71

09 12] northerly of Maupin. [71

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
702,000	- -	198,000	- -	- -	900,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?
STATE Yes ☒ 29 No ☐ 30 — REGIONAL Yes ☐ 31 No ☐ 32 — LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: 3 — 43] DAY [44: 27 — 45] YEAR [46: 1975

Form PNRS-1 Page 1

ADDITIONAL INFORMATION — ALL APPLICA

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☐ Date:

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☐ Date:

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Rural Funds

Annual Six-Year Construction Program, 1975

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 55

(c) State Senatorial District(s) Number(s) 28

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

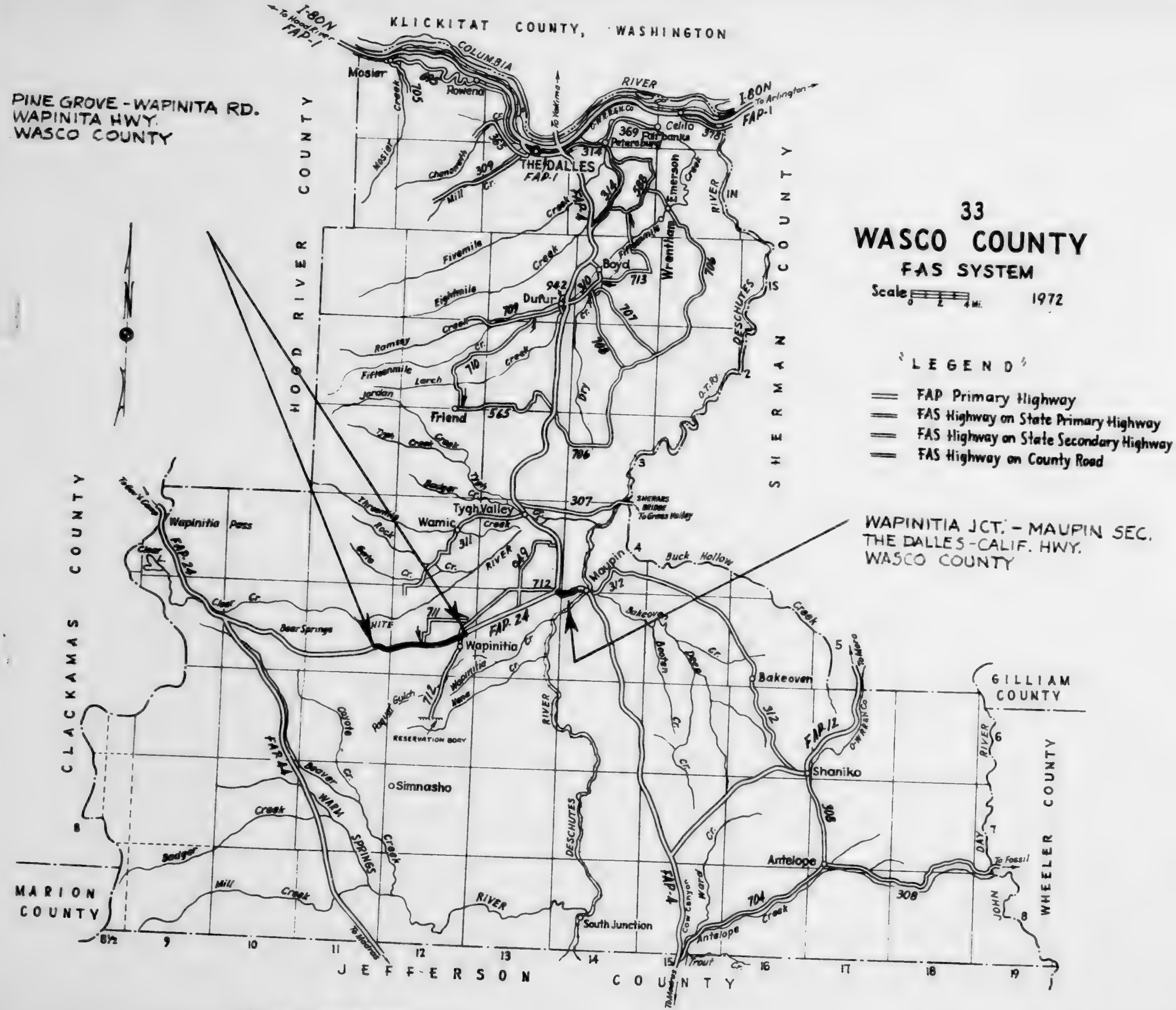
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a category 3 project of which a Project Environmental Assessment has been prepared under Oregon's Action Plan.

The projects will require a minor amount of right-of-way and public hearings will be offered.

These projects are proposed in cooperation with Local Council of Government and the State Highway Division.



33
WASCO COUNTY
FAS SYSTEM

Scale 0 2 4 Mi. 1972

'LEGEND'

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

PINE GROVE - WAPINITA RD.
WAPINITA HWY.
WASCO COUNTY

WAPINITIA JCT. - MAUPIN SEC.
THE DALLES - CALIF. HWY.
WASCO COUNTY

R

FORM E-90

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 23, 1975

TO ✓Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Assessment and Project Category
Pine Grove-Wapinitia Road
Wapinitia Highway
Wasco County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 4 (C. M. Williams)
District 9 (R. S. Hawkins)

APPROVED
ESH
E. S. Hunter
Date 1-26-75

1-27-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 24, 1974

A. PROJECT IDENTIFICATION

Name of Project Pine Grove-Wapinitia Road (Section) RF-163 (–)

Location of Project Wapinitia (Highway Name) Oregon 216 (Highway No., US - ORE)

(City) Wasco (County) IV (Region)

Grading & Paving $575,000
Structure 205,000
TOTAL $780,000

Program FA and Bond (74) (Funding) (Estimated Cost) 33-1302 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Overlay section of highway, replace existing narrow structure and realign highway with flatter curve in vicinity of structure to improve the alignment of approaches and overall safety to traveling public.

Origin and History: Bond project, priority established by Mid-Columbia Transportation Committee.

C. DESCRIPTION OF PROJECT

Length 6.5 miles

Termini M.P. 12.5 - M.P. 19.0

Alignment ☐ New ☐ Existing ☒ Combined Existing alignment will be used, except for a revision at Wapinitia Creek crossing which will require a new structure.

CATEGORY
______ PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Minor right-of-way required, at Wapinitia Creek crossing only. No improvements affected; land used as rangeland.

Typical Section Presently under consideration are: two travel lanes and two shoulders.

Structures Presently under consideration is: reinforced concrete prestressed slab structure.

Characteristics (ADT) 1973 ADT 440

Other General Information (or Supplemental information to items) Combining this project with Wapinitia Junction-Maupin Section of The Dalles-California Highway into one contract is recommended because of their proximity and is felt that will result in saving of construction costs.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The land surface in the project area is relatively level, carrying the local name of Juniper Flat. The underlying rock structures are generally rhyolite, andesite, basalt flows, breccia, and tuffs commonly associated with the John Day and Clarno Formations (which appear in the Mutton Mountains, a few miles South), overlaid by Columbia River Basalt. The average annual precipitation is 14"-16", with no permanent streams in the project area. The mean minimum temperature in January is around 18°, and the July mean maximum is approximately 82°. The vegetation is shrub-steppe in type, dominated by sagebrush, with rabbit brush, cheat grass, and blue bunch wheat grass also in evidence. In the surrounding higher elevations, Juniper is the dominant vegetation.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in this area is primarily unmanaged range land, though there is ab out 23,000 acres of irrigated agriculture in the general vicinity. The source of this irrigation water is the White River, roughly paralleling Highway 216, but several miles to the north, managed by the Wapinitia Project.

The village of Pine Grove is the Western terminus of the proposed project, but the peace, and the clean air of this little community should not be disturbed by reconstruction of this section of highway, except during construction itself.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Only one ownership will be affected by the realignment of the highway at Wapinitia Creek. No improvements will be affected, and no other Right of Way will be required.

Consequences:

Negligible

2. Estimated Changes in Traffic Patterns:
None

Consequences:

N/A

3. Estimated Changes in Land Use:
None

Consequences:
N/A

4. Expected Adverse Effects on Natural Ecological Resources:
None

Consequences:
N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

No controversial issues are foreseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

No involvement is required.

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

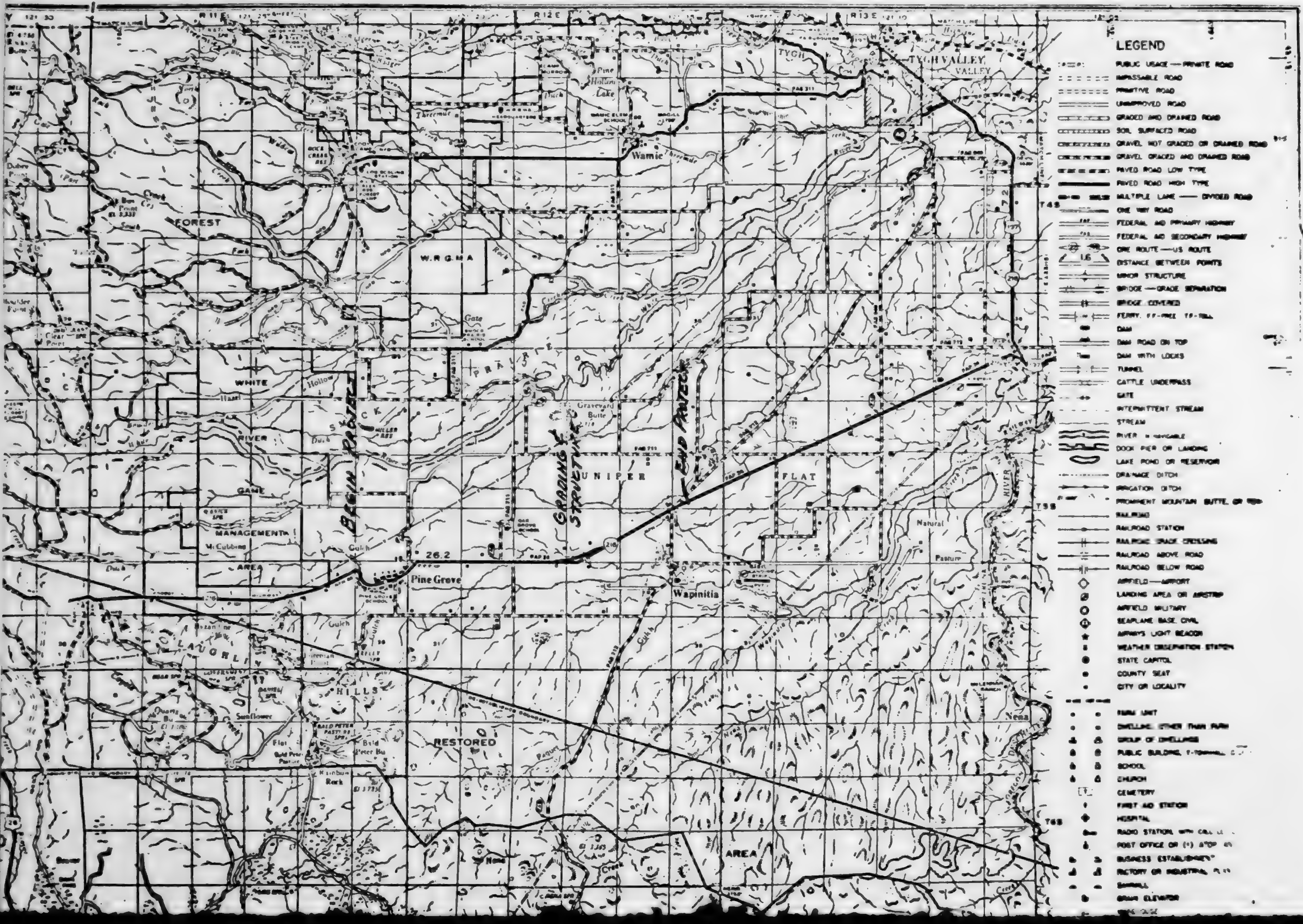
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ________________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.



OF TRANSPORTATION

2604

R

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Wapinitia Cr. Bridge, No. 4936 A
Pine Grove-Wapinitia Section
Wapanitia Highway, Wasco County

In reply to your letter of January 14 concerning the length of the subject structure, an error was found in our waterway area calculations and the structure length has been revised to 102 feet. This reduces the estimated cost from $120,500 to $108,000.

In regard to the thickness of the riprap blanket, the original drawing indicated a 2-foot 6-inch blanket including 6 inches of filter blanket. This has been clarified and a revised print of the preliminary plan and elevation drawing, number 30137, is enclosed for your files.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO:dh
Enclosure

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8yc.4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 14, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RF-163(-)
Wapinitia Creek Bridge - #4936-A
Preliminary Plans

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's December 10, 1974 letter transmitted preliminary plans for this project.

According to the hydraulic report the new bridge needs to provide the same waterway as the existing structure. We, therefore, can only approve a 102±foot long slab bridge at this site. In addition the report also states that a 2 foot thick blanket of Class 100 riprap would be sufficient instead of the 2 foot 6 inch shown.

G. L. Green

cc:
OSHD (W. Hart)

NOTED
E. S. HUNTER
cc Wolfe
Hart
1-20-75

RECEIVED
STATE HWY ENG
JAN 16 '75
REFER TO
Hart
FOR
Info | Inves | R/D | D/R | Sign | Act ✓

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8364

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RF-163(-)
Pine Grove-Wapinitia Road
Wapinitia Highway
Wasco County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment has been reviewed. We concur in your finding that the project constitutes a non-major action. We are returning one copy of the project assessment.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)
Kappus

RECEIVED
STATE HWY ENG.
JAN 14 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act
					X

1-15-75
Rulien - Please handle.

RECEIVED
JAN 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-15-75
L. W. Rulien
w/att

File: Br. 4936A

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 10, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Wapinitia Cr. Bridge
Pine Grove-Wapinitia Section
Wapinitia Highway
Wasco Co.

Attached are two prints of Drawings 30137 and 30104 which are the preliminary plan and elevation and the vicinity map for the subject structure. Also attached are copies of our foundation recommendation and hydraulic report.

This structure is part of the improvement of the Pine Grove-Wapinitia Section of the Wapinitia Highway. The existing structure will be used as a detour and removed after construction of the new bridge.

An environmental assessment is being made for this job and it is anticipated the results will be forwarded to you in the very near future.

Due to the remote location, prestressed slabs were determined to be the most feasible superstructure for this bridge. Four substructure alternates were studied.

RECEIVED
DEC 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

14

cost estimates were ob
engineering and conti
100 ft. bridge w/vert.
100 ft. bridge w/vert.
118 ft. bridge with
118 ft. bridge with s
4. The structure is sche
to accept bids for
most economical s
This project is
return one pri
PMO/ag
Attachs
cc E

Following cost estimates were obtained based on estimated quantities plus 20% engineering and contingencies.

1.	100 ft. bridge w/vert. abutments and steel substructure	$126,100
2.	100 ft. bridge w/vert. abutments and CIP substructure	129,000
3.	118 ft. bridge with steel substructure	120,500
4.	118 ft. bridge with CIP substructure	124,200

The structure is scheduled for the May 22, 1975 bid letting. We propose to accept bids for both alternates 3 and 4 above in order to obtain the most economical structure at this location.

This project is being submitted at this time for your approval. Please return one print with your approval and/or comments.

PMO/ag

Attachs.

Very truly yours,

L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

2061.

R

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Pine Grove - Wapinitia
Highway: Wapinitia (FAR 24)
County: Wasco
Prefix: 33-1302

Res. Engr. W. Reid Merritt
Approx. Length 6.5± miles
~~Sta.~~ M.P. 12.5± to ~~Sta.~~ M.P. 19.0±
Date November 7, 1974

Mean Truck A.D.T. 339
Traffic Coefficient 9.2
18 kip s. a. per day 150.6

Annual Precipitation 12"± (Dufur)
Frost Penetration 30"±
CBE Total Requirement 28.5"

(1)

Typical Soil	
19	LL
1	PI
99	%P 10
48	%P 200
1	% Gravel
3	% C Sand
48	% F Sand
35	% Silt
13	% Clay
12	R Value
A-4	AASHO Classif.

Materials Source:

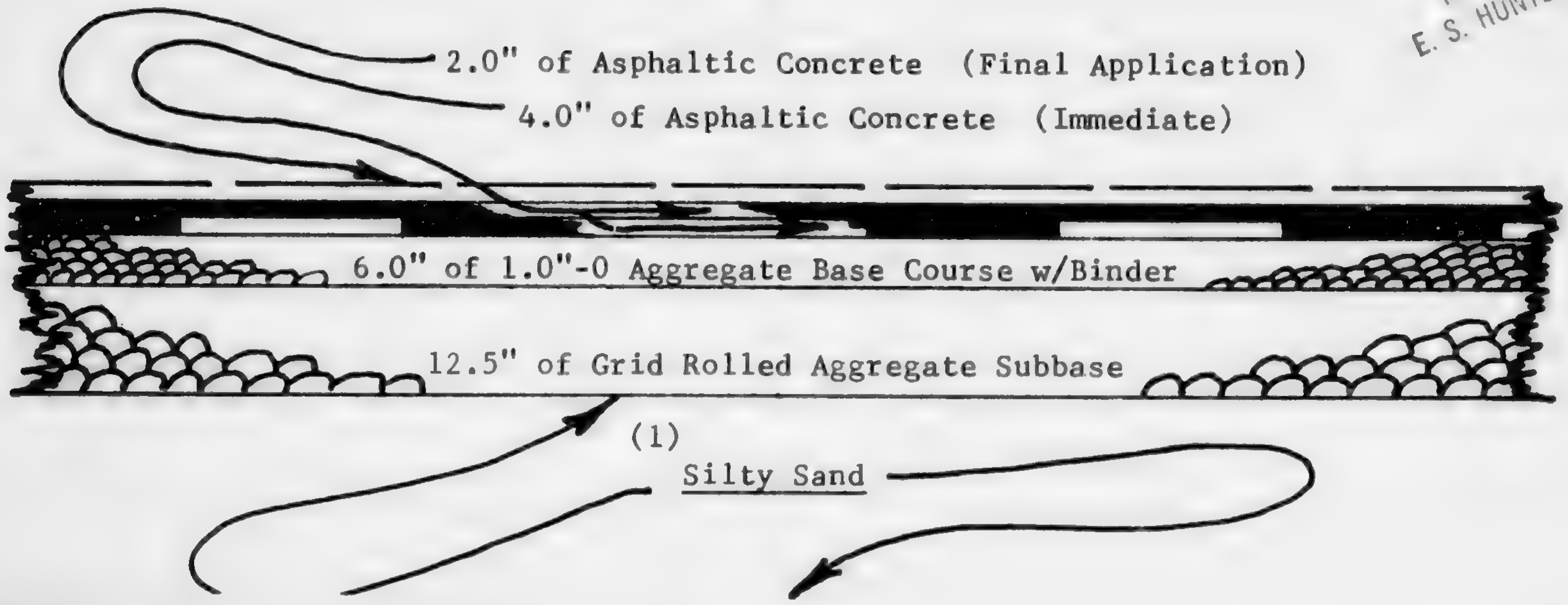
To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
6.0	6.0	A.B. (1.0"-0)
10.0	12.5	G.R.A.S.B.
28.0	24.5	

NOTED
E. S. HUNTER

STRUCTURAL SECTION

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of 1.0"-0 Aggregate Base Course w/Binder
12.5" of Grid Rolled Aggregate Subbase
(1)
Silty Sand

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Pine Grove - Wapinitia
Highway: Wapinitia (FAR 24)
County: Wasco
Prefix: 33-1302

Res. Engr. W. Reid Merritt
Approx. Length 6.5± miles
~~Sta.~~ M.P. 12.5± to ~~Sta.~~ M.P. 19.0±
Date November 7, 1974

Mean Truck A.D.T. 339
Traffic Coefficient 9.2
18 kip s. a. per day 150.6

Annual Precipitation 12"± (Dufur)
Frost Penetration 30"±
CBE Total Requirement 28.5"

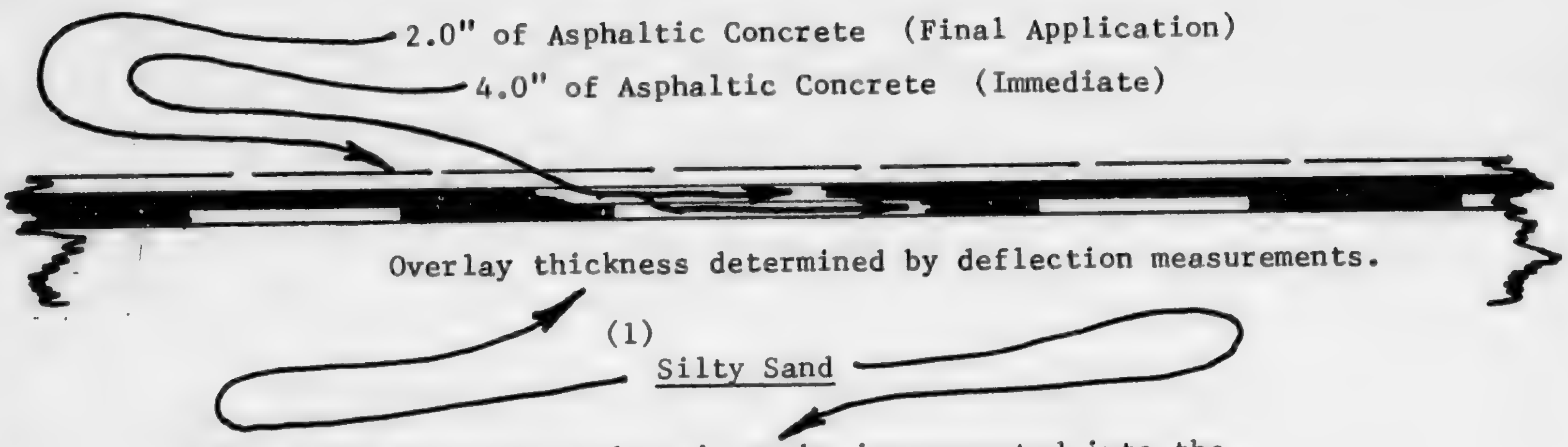
(1)
Typical Soil
LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

SEE PAGE 1

Materials Source:
To be determined by the Engineer.

Credit	Actual Thick.	Component
OVER	EXISTING ROADWAY	
	2.0	A.C. (F.A.)
	4.0	A.C. (I.)

STRUCTURAL SECTION
* EXISTING ROADWAY


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
Overlay thickness determined by deflection measurements.
(1)
Silty Sand

* Where the existing roadway is to be incorporated into the structural section, NINETEEN to TWENTY-FOUR FEET of the paved section is to be utilized. Areas to be designated by the Resident Engineer.

See Page 3 for remarks.

Submitted by
Base Design Engineer

Recommended by
asst. Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
NOV 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Pine Grove - Wapinitia

HIGHWAY: Wapinitia (FAR 24)

COUNTY: Wasco

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	1.0"-0 *Aggregate Base*	Grid Rolled *Aggregate* Subbase	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	6.0"	13.0"	23.5"	22.5"
6.0 - 7.0	3.0"	6.0"	10.5"	20.5"	19.5"
4.8 - 6.0	2.0"	6.0"	9.0"	17.0"	17.0"
Cars Only	2.0"	6.0"	* 7.0"	12.5"	15.0"

* The Grid Rolled Aggregate Subbase was increased to make the actual thickness equal to one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.0 and a C.B.E. Requirement of 25.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Pine Grove - Wapinitia

HIGHWAY: Wapinitia (FAR 24)

COUNTY: Wasco

550 Present ADT (19 75)

47 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	25	1.6	40	33	450	14,850
3	110	1.6	176	143	1000	143,000
4	0	---	---	---	1250	-------
5	125	1.6	200	163	3180	518,340
6	0	---	---	---	2570	-------
				339	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 676,190

TWENTY YEAR EWL 13,523,800

TRAFFIC COEFFICIENT 9.2

SECTION: Pine Grove - Wapinitia
HIGHWAY: Wapinitia (FAR 24)
COUNTY: Wasco

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair____ Poor____
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made as this is primarily a widening project utilizing part of the existing roadway; Asphaltic Concrete is better for this type of construction and for stage construction.

44

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 17, 1974

FILE:

FROM:

SUBJECT: Wapinitia Creek Bridge
Pine Grove-Wapinitia Section
Wapinitia Highway No. 216
Wasco County

TO: MEMO TO FILES

1 J
2 T

Wapinitia Creek crosses Highway 216 approximately twelve miles southwest of Maupin. The existing 76-foot timber structure, built in 1927, is in need of replacement due to structural deterioration and poor vertical alignment.

Wapinitia Creek at the bridge site drains an area of 7.4 square miles and has a wide shallow channel lined with tall grass. Information obtained from Richard Hawkins, District Maintenance Engineer, and Scott Woodside, long-time resident, indicates that the existing bridge opening is required to convey flood water generated in this basin. During the December 1964 flood, which was the largest known flood, water inundated a portion of the roadway sag east of the bridge--approximate elevation 178. Several other floods including the January 1974 highwater reached to within one foot of the bridge beams indicating that the bridge opening operates nearly full on a frequency of 10 to 15 years. Flow velocities average about four feet per second. Debris does not appear to be a problem.

It is recommended that the existing structure be replaced with a bridge which provides at least the same waterway area below elevation 178.0 feet. Riprap is not required if vertical abutments are used; however, a two-foot blanket of Class 100 riprap should be used on sloped ends. A six-inch-thick filter blanket under the Class 100 riprap is recommended to protect embankment material.

Richard L. Lenz
Hydraulics Engineer

By SHM
Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:jp
cc Victor D. Wolfe
Walter J. Hart
James H. Versteeg
Gary Potter
Carl Williams

REFERRED TO
____Cole____ ____Reed____
____Eriksen____ [✓ Sample]____
____Hagor____ ____Watson____
Return ☐ Forward ☐
Discuss ☐ [✓ File] ☐ a copy
BY FINAL DESIGN ENGINEER

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1964)
Discharge-c.f.s.	1630 CFS	1630 CFS
Frequency-yrs	45 YRS	45 YRS
H.W. Elevation Natural Channel	$178^{\underline{0}}$	$178^{\underline{0}}$
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

WAPINITIA CREEK BRIDGE

COMPILED BY
[illegible]

DATE
[illegible]

8205 W Illinois St at N Main St 1975
(Newberg) Sec Yamhill-Newberg Hwy
(Grading and paving)

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 119579 (T)

FORM 31-734-1190

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5/14/76	cc 1562		36-0604-299

CODE: NEWBECY New

City of Newberg
Attn: M.C. Gilbert, Finance Officer
414 E. First St.
Newberg, Oregon 97132

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: TOPICS Project T-5020 (2) Main Street a~~s~~t Illinois Street City of Newberg			
Contract No. 8205 Covered by agreement dated 4-8-74			
Total Project cost		22,121.09	
Fed. Aid funds collected		10,682.21	
BALANCE		11,438.88	
City's share per attached statement			$ 5,719.44
City's advance deposit-Adv. to Hwy.			2,420.00
AMOUNT DUE FROM CITY			$ 3,299.44

RECEIVED
COUNTY & CITY SECTION
MAY 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Newberg
414 E. First St.
Newberg, OR 97132

Attention of
Mr. M. C. Gilbert
Finance Officer

Request No. (assigned by staff engineer or head of section) cc 1562

Date April 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5020(2)
Main Street at Illinois Street
City of Newberg

Contract No. 8205
Covered by agreement dated 4-8-74

Itemized Statement: CLR-DT File No. T-5020(2)

Advance Deposit $2,420

Quantity	Unit	Description	Unit Price	Amount
		Total Project cost		
		Federal Aid funds collected	$22,121.09	
		BALANCE	10,682.21	
		City's share per attached statement	$11,438.88	
		City's advance deposit		$5,719.44
		AMOUNT DUE FROM CITY		2,420.00
				$3,299.44
		(attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
36-0604-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RFE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 21, 1976

CITY Newberg **Contract No.** 8205 **Date Completed** 7-28-75

PROJECT # T-5020(2) **Section** Main Street at Illinois Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 2,902.62
Payment to Contractor		16,692.28
SFO#1 Permanent Traffic Lines		246.46
SFO#2 Relocate Signs		307.51
Construction Engineering		1,972.22
	TOTAL COST	$22,121.09
Federal Aid funds collected		10,682.21
Amount to be shared by State and City		$11,438.88
City's share per agreement dated 4-8-74 50% of $11,438.88		$5,719.44
City's advance deposit 6-4-75		2,420.00
	AMOUNT DUE FROM CITY	$3,299.44

Reference: Billing Form cc 1562

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, Oregon 97310

STATE
Oregon

FEDERAL AID PROJECT NO.
T-5020 (2) NEWBERG

VOUCHER PERIOD: FROM 5-2-74 TO 1-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$22,121.09	$21,515.03	49.65%	$10,682.21	$10,682.21	$ 0.00	

I CERTIFY that the costs shown in this voucher are true and correct; the net amount claimed is due and payable as the Federal share of the participating costs incurred by the State under terms of the project agreement, applicable State and Federal law, regulations and requirements; no claim has been presented to, or payment made by, the United States for the amounts for which payment is claimed herein.

STATE HIGHWAY DEPARTMENT
Oregon

SIGN ORIGINAL ONLY

SIGNATURE OF AUTHORIZED OFFICER
V.E. Skoog
Controller

I CERTIFY that the herein described project and supporting records have been inspected by me, or by an employee of the Federal Highway Administration and are in accordance with the project agreement and that the amount herein approved is justly due.

ACCOUNT SUBMITTED FOR
$ 0.00

DIFFERENCES *(Herein explained)*

APPROVED FOR
$

SIGN ORIGINAL ONLY

Signature of FHWA representative

FORM PR-20 (6-71) EXISTING STOCK WILL BE USED

-Over-

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	W. Illinois St. At N. Main St. (Newberg) Section Yamhill County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 2,897.50	
	Total Preliminary Engineering Cost				$ 2,897.50	
	Construction					
	Type Code Y008					
	Channelization (Sta. 98 & 50 to Sta. 101 & 00)					
	Final Contract Payment Summary	Lump Sum			$16,684.55	
SFO	#1 Permanent Traffic Lines	All Required			246.46	
	Total Construction Cost				$16,931.01	
	Construction Engineering					
	State	All Required			$ 1,686.52	
	Total Participating Cost				$21,515.03	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			$ 7.73	
SFO	#2 Relocate Signs	All Required			307.51	
	Preliminary Engineering	All Required			5.12	
	Construction Engineering	All Required			285.70	
	Total Nonparticipating Cost				$ 606.06	
	Total Cost				$22,121.09	
	Prepared based on Costs shown on Federal Billing as of 3-18-76					
	AMOUNT CARRIED FORWARD..........					

```
JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE
                     036   0603       298      00 N 9                      541.52CR          20,463.48       72    75
                     036   0603       299      00 N 9                      505.76             6,6[illegible]5.76   72    76
                     036   0603       900      00 P 1                      771.42CR           3,0[illegible]0.00   72    75
                     036   0603       900      00 N 1                      771.42             1,4[illegible]0.18   72    75
                                      TOT      P1                        9,808.05CR          32,1[illegible]
                                      TOT      N1                        9,313.05            10,[illegible]
                                  ** JOB TOTALS **             **          495.00CR**        42,243.84  **

ST AT N MAIN ST    CONT NO 8205 * FA PROJ NOS T   520002 100
                     036   0604       201      00 P 1                                                       STATE
                     036   0604       206      00 N 1                   16,684.55            16,684.55
                     036   0604       276      02 P 1     307.51CR           7.73                 7.73
                     036   0604       276      02 N 1     307.51
                     036   0604       278      01 P 1     189.01           307.51               307.51
                     036   0604       278      02 P 1     189.01CR         246.46               246.46
                     036   0604       296      00 N 9   5,792.79
                     036   0604       298      00 N 9   5,792.79CR      10,682.21CR          10,682.21CR
                     036   0604       900      00 P 1     233.11CR      10,682.21            10,682.21
                     036   0604       900      00 N 1     269.59         1,291.77             1,6[illegible]5.52
                     036   0604       901      00 P 1                      215.70               [illegible]
                     036   0604       905      00 P 1                                           717.73
                     036   0604       905      00 N 1                                         1,0[illegible]
                     036   0604       909      00 P 1                        3.99               [illegible]
                     036   0604       914      00 P 1                                           255.[illegible]
                     036   0604       918      00 P 1                                            87.4[illegible]
                     036   0604       920      00 P 1
                     036   0604       921      00 P 1                                            26.[illegible]
                     036   0604       923      00 P 1                                           4[illegible]
                     036   0604       923      00 N 1                                           [illegible]                74    75
                                      TOT      P1         540.62CR      18,222.78                 1.1[illegible]       74    75
                                      TOT      N1         577.10           604.93            21,515.0[illegible]
                                  ** JOB TOTALS **         36.48  **    18,827.71  **          6[illegible]
                                                                                             22,121.03  **

BLVD-LANE AVE      CONT NO 8114   FA PROJ NOS T   526003 100
                     110   0603       201      00 P 1                                                       STATE
                     110   0603       204      00 N 1                   85,466.44            85,466.44       75    76
                     110   0603       276      03 P 1   2,806.51         4,273.32CR           4,273.32CR     75    76
                     110   0603       276      05 P 1                   11,9[illegible]2.25            11,912.25       75    76
                     110   0603       277      00 P 1                       73.65                73.65       76    76
                     110   0603       278      02 P 1     957.52           153.50               153.50       76    76
                     110   0603       278      06 P 1                    1,579.44             1,579.44       75    76
                     110   0603       296      00 N 9                       64.56                64.56       76    76
                     110   0603       298      00 N 9   1,071.94CR      92,063.47CR          95,166.65CR     75    76
                     110   0603       299      00 N 9   1,071.94        83,063.47            83,966.65       75    76
                     110   0603       900      00 P 1                   11,200.00            11,200.00       75    75
                     110   0603       900      00 N 1     900.15         7,789.93             8,452.16       75    76
                     110   0603       900      01 P 1                       24.76                50.93       75    76
                                                                         6,750.00             6,750.00       75    75
```

NEWBERG

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-28-76

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5020 (2)

VOUCHER PERIOD: FROM 5-2-74 TO 1-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$22,121.09	$21,515.03	49.65%	$10,682.21	$10,682.21	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

16,684.55

15,884.33

800.22

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	W. Illinois St. At N. Main St. (Newberg) Section Yamhill County					
	Preliminary Engineering Type Code P.E.					
	Preliminary Engineering	All Required			$ 2,897.50	
	Total Preliminary Engineering Cost				$ 2,897.50	
	Construction Type Code Y008 Channelization (Sta. 98 & 50 to Sta. 101 & 00)					
	Final Contract Payment Summary	Lump Sum			$16,684.55	
SFO	#1 Permanent Traffic Lines	All Required			246.46	
	Total Construction Cost				$16,931.01	
	Construction Engineering					
	State	All Required			$ 1,686.52	
	Total Participating Cost				$21,515.03	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			$ 7.73	
SFO	#2 Relocate Signs	All Required			307.51	
	Preliminary Engineering	All Required			5.12	
	Construction Engineering	All Required			285.70	
	Total Nonparticipating Cost				$ 606.06	
	Total Cost				$22,121.09	
	Prepared based on Costs shown on Federal Billing as of 3-18-76					
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE Frady Construction Co. 1437 S.E. 4[illegible]th Portland, OR 97214	VOUCHER DATE 9/26/75	TOTAL AMOUNT $ 800.22
WARRANT NUMBER 17371	CONTRACT NO. 8205	ESTIMATE NO. 3F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 7/23/75		This final claim has been authorized in the above amount.
	APPROVED: DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

____________________ certify that I am ____________________

I, ____________________ that I have knowledge of the within described and attached claim;

(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY YAMHILL	CONTRACT NO. 8205	ESTIMATE NO. 3	PREFIX NO'S.
HIGHWAY YAMHILL-NEWBERG	FEDERAL AID PROJECT NO. T 5020002		
SECTION W ILLINOIS ST AT N MAIN ST (NEWBERG)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1400.0000	100.000	1400.00	1400.00	
002	1P TEMPORARY SIGNS	SQ FT	10.0000	62.500	625.00	625.00	
003	1P FLAGMEN	HOURS	15.0000	20.000	300.00	300.00	
004	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	500.0000	100.000	500.00	500.00	
005	1P GENERAL EXCAVATION	CU YDS	10.0000	457.400	4574.00	4574.00	
006	1P EXTRA FOR SELECTED TOPSOIL MAT	CU YDS	10.0000	27.830	278.30	278.00	.30
007	1P 1-0 AGGREGATE BASE	CU YDS	11.0000	227.100	2498.10	2497.00	1.10
008	1P CLASS C ASPHALT CONCRETE	TONS	30.0000	154.805	4644.15	4644.15	
009	1P CONCRETE WALKS	SQ YDS	10.0000	88.500	885.00	885.20	.20-
010	1P CONCRETE CURBS	CU YDS	100.0000	9.800	980.00	1017.00	37.00-
		Type Code Y008	"P" Constr Cost $ 16,684.55		Total Cost $ 16,684.55		

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

DATE 09 25 75 PG. 01 8205	TOTAL CONTRACT ITEMS	16684.55	16720.35	35.80-
PREVIOUS VOUCHER NO. 11181	% RETAINED ON CONTRACT ITEMS	-		
CHECKED BY: PGO:dk	FORCE ACCOUNT		836.02	836.02
ENGINEER OR AUDITOR C.E. Payton	TOTAL PAYMENTS	16,684.55	15,884.33	800.22

8 2

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-618

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 1-27-76	REPORT MADE BY P. V. Riedl, Area Engr		PROJECT NO. T-5020(2)
COMPLETION DATE 7-28-75	ACCEPTANCE DATE BY CONTRACT AGENCY 9-25-75	TIME ELAPSED 65 %	CONTRACT TIME 60 CWD
APPROVED EXTENSIONS --	LOCATION West Illinois Street at North Main, Newberg, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Copy sent
Washington D.C.
1-28-76

WEST ILLINOIS STREET-~~NO~~RTH MAIN STREET
NEWBERG, OREGON
Grading & Paving

The project is located in Newberg, Oregon at West Illinois Street and North Main Street.

The work consisted in the construction of roadway grading, aggregate base, asphalt concrete paving, concrete curbs and sidewalks at this intersection.

The project was satisfactorily completed July 28, 1975 using 39 of the 60 calendar work days.

The final contract cost was $16,720.35 which is an overrun of 3.7 percent. Information on the overruns and underruns is on file in the Division Office.

NOTED
H.S.COULTER

RECEIVED
JAN [illegible]
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/27/76	TITLE District Engineer	DATE JAN 28 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 16 18 19 22 2 4 5 23 24 25 8 9 27 28 12 30 13 31 15 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Yamhill	FEDERAL PROJECT NO. T-5020(2)	URBAN (X) RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
CARD A		CONSTRUCTION TYPE CODES		Y008	
	20	FINAL CONSTRUCTION COST	DOL.	16,920	
	21	LENGTH OF PROJECT	MILES		

DATE STARTED: June 23, 1975
DATE COMPLETED: July 28, 1975
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

ITEM	LABOR	TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	153	1,472

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,211	
	9	PETROLEUM PRODUCTS	GAL.	150	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.	227	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	155	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	772	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel
48 52 53 61 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT 2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8 such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in [illegible]nection with Items 17, 18, 19, 23 and 24 should not [illegible]ported unless difficulties are encountered in segregating such quantities from total quant[illegible]

8205

13

October 2, 1975

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

On October 1, 1975, we wrote to you concerning release of final payment on Contract No. 8205 awarded to Frady Construction Co. for work on the West Illinois Street at North Main Street (Newberg) Section of the Yamhill-Newberg Highway in Yamhill County.

Final payment on this contract is $800.22 and the total contract amount is $16,684.55. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Frady Construction Co.
1437 SE 40th
Portland, OR 97214

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8·9·75

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Illinois St. at N. Main St. (Newberg)

WEEK ENDING: August 9, 1975

SECTION PREFIX: 36-0604

HIGHWAY: Yamhill-Newberg

COUNTY: Yamhill

NAME OF JOB: W. Illinois St. at N. Main St. (Newberg)

KIND OF WORK: Grading and Paving

CONTRACTOR: Frady Construction Company

CONTRACT NUMBER: 8205

FEDERAL AID PROJECT NUMBER: T-5020(2)

DATE OF CONTRACT: June 4, 1975

DATE WORK STARTED: June 23, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0
SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

WORK DAYS USED:

SPECIFIED COMPLETION DATE:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 18,812.35

PERCENT OF TIME ELAPSED: 39

EXCLUSIVE OF ENGINEERING: $ 17,169.35

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,169.35

ENGINEERING AUTHORIZATION: $ 1,643.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 65

ENGINEERING COST TO DATE: $ 1,417.47

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 86 %

DATE PROJECT WAS COMPLETED: July 28, 1975 ~~88~~ 100

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.07	.07			.07
MILES PARTIALLY COMPLETED	.07	.07			.07
MILES COMPLETED	.07	.07			.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	440 cy	230 cy			130 tons
TOTAL QUANTITIES CORRECTED TO DATE	457 cy	227 cy			155 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	457 cy	227 cy			155 tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed	completed			completed
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

August		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	Clear, hot			
MONDAY	4	Clear, hot			
TUESDAY	5	Showers, warm			
WEDNESDAY	6	Ptly cldy, warm			
THURSDAY	7	Ptly cldy, warm			
FRIDAY	8	Showers, warm			
SATURDAY	9				

K

RECEIVED
AUG 12 1975
CONSTRUCTION SECTION

Routing
Keasey
Boyd
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

August	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 3	No activity
MONDAY 4	No activity
TUESDAY 5	No activity
WEDNESDAY 6	No activity
THURSDAY 7	No activity
FRIDAY 8	No activity
SATURDAY 9	No activity anticipated

REMARKS

No activity on project during the week.

Semi-final estimate to be submitted about August 12, 1975.

FINAL REPORT

SIGNED C E Payton
C.L. Payton, Res. Engr.

LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

36-0604 P

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1975

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
FOR
Info Inves R D D/R

NOTED
E. S. HUNTER

Mr. George H. Layman
Newberg City Attorney
Newberg, Oregon 97132

2-H

Dear Mr. Layman:

This is in reply to your letter of June 30, 1975 regarding access control in your city.

Please be advised that due to traffic safety conditions, we do not feel an access to the property located at the intersection of N. Main and Illinois Streets is desirable. However, in view of existing circumstances regarding this particular property, the access is being allowed.

In response to agency jurisdiction on granting of access, we list the following guidelines:

1. Dedicated city streets, by resolution: Concurrance by both City and State is required.
2. City owned right-of-way, by plat or deed: The City has jurisdiction.
3. State owned right-of-way, by deed: The State has jurisdiction.

Should you need additional information regarding access to the property at Main and Illinois Streets, please contact Resident Engineer, Ed Payton, 2445 Liberty N. E., Salem, Oregon 97310, phone 378-8250. Should you need additional information about agency jurisdiction on granting access, please contact District Engineer, Floyd Lacey, 2960 E. State St., Salem, Oregon 97310, phone 378-2630. Thank you for this opportunity to clarify these matters.

RECEIVED
JUL 1 1975
Office of
Assistant State Highway Engineer

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

NOTED
H.S. COULTER

GWW/dea
cc: H. S. Coulter w/attach.
Floyd Lacey w/attach.
C. E. Payton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 8, 1975

FILE: CON 5
31-0634

FROM: C E Payton
C. E. Payton, Resident Engineer

TO: C. W. Fredrickson, Region Engineer
Attn: G. W. [illegible], Region Const. Engr.

SUBJECT: N. Illinois St. at E. Main St.
Yamhill County
Contract No. [illegible]

Assignment No. 1669

We have reviewed assignment no. 1669 with Mr. Lacey, District Engineer, and Mr. Gilbert of the City of Newberg and the following conclusions were reached:

1) An access to the property located at the corner of Main and Illinois Streets in Newberg is not desirable due to limited sight distance and the fact the property is bordered on the street side by a 110 foot radius curve.

2) The property would be of little value without the access, as stated in Mr. Layman's letter of June 10, 1975.

3) Adjacent property has existing access adjacent to property in question.

4) The City of Newberg has sold the property with intent to purchaser to allow access for development of a residence on the property.

5) The State would have approved an access to this property, if the request had arisen, prior to the proposed safety project.

6) The contractor is forming curbs today and will pour concrete tomorrow. The access approach should be incorporated with the curb and sidewalk construction.

7) Due to existing circumstances Mr. Lacey will approve the access if it is located adjacent to the west boundary of the property.

Mr. Gilbert, City of Newberg finance officer, furnished the State with a letter stating the access will be located adjacent to the westerly property line per Mr. Lacey's request and the city will pay the additional construction costs related to this access for a 6-inch concrete driveway (the property owner pays for the driveway). A copy of Mr. Gilbert's letter is attached.

The access along the west boundary that Mr. Layman refers to in the last sentence of the second paragraph, is possibly the sidewalk ramp. This of course is not an access to the property.

CEP/ew

Inc.

cc: File

W. ILLINOIS ST. AT N. MAIN ST.
(N[illegible]BERG)

~~[illegible]~~
YAMHILL COUNTY

RESOLUTION No. 75-558

WHEREAS, the City of Newberg is the owner of record of the following described real property:

> Beginning at the intersection of the West line of Main Street and the South line of Illinois Street in the City of Newberg, Yamhill County, Oregon, and running thence South along the West line of Main Street, 106.66 feet; thence West 103 feet; thence North 106.66 feet to the South line of Illinois Street; thence East 103 feet to the place of beginning.
> EXCEPTING THEREFROM that portion conveyed to Theresa Burger, a single woman by Quit Claim Deed recorded January 4, 1967 in Film Volume 57, Page 417, Deed and Mortgage Records.; and

WHEREAS, the City has previously made application, TOPICS Project T-5020(2), for rounding and widening the highway corner at that intersection, which will involve a portion of the real property above described; and

WHEREAS, it is necessary that the additional right of way needed should be set aside for and dedicated permanently to public use as a roadway and street; now, therefore,

BE IT RESOLVED by the Council of the City of Newberg, as follows:

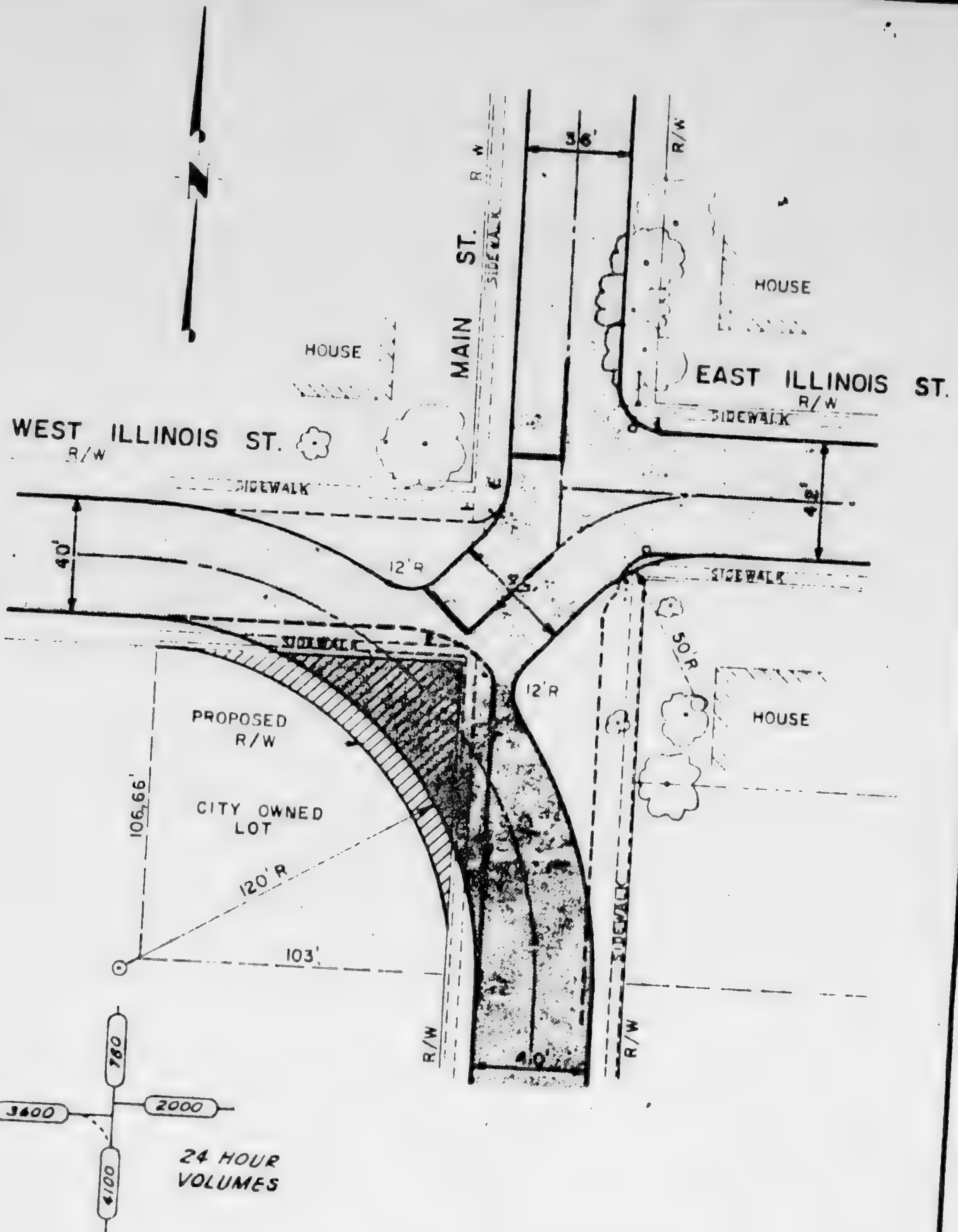
1. That there is hereby dedicated to public street and highway purposes all that portion of the tract above described lying northeasterly of the following described line:

> Beginning on the Westerly line of North Main Street at a point 110.35 feet southerly of (when measured along said Westerly line) the Southerly line of West Illinois Street; thence Northwesterly along an arc of a 110 foot radius curve left to the Southerly line of West Illinois Street at a point 110.35 feet Westerly of (when measured along said Southerly line) the Westerly line of North Main Street.

2. That the Mayor and City Recorder are authorized to execute any further documents, if necessary, to accomplish the said dedication to public street purposes.

PASSED by the Council, April 7, 1975.

City Recorder



☐
▨
HARSTAD ASSOCIATES INC
ENGINEERING • PLANNING
☐

NEWBERG URBAN AREA

AREAWIDE TOPICS PLAN
INTERSECTION IMPROVEMENT
MAIN AND ILLINOIS

JOB NO. 610 046
DATE JULY, 1972
SCALE 1" = 30'
DRAWING BY RAT
CHECKED BY
APPROVED

FIG. (10)

CITY OF NEWBERG

414 EAST FIRST STREET • TELEPHONE 538-9421 • NEWBERG, OREGON 97132

July 8, 1975

C. E. Payton
Resident Engineer
P.O. Box 30
Salem, Oregon

Re: Topics Project
Illinois Street at Main Street

Dear Mr. Payton:

In response to your verbal approval of an access to the City property at the corner of Main and Illinois Streets we recommend the following:

1) Access be located adjacent to Westerly property line and extending to a point of 20 feet East of the West property line.

2) The City will pay the additional construction costs related to this access for a 6 inch concrete for driveway.

Very truly yours,

M.C. Gilbert
Finance Officer

MCG/cr

NOTED
H. S. COULTER

CITY OF NEWBERG
OFFICE OF CITY ATTORNEY

115 NORTH WASHINGTON STREET
TELEPHONE 538-2166
NEWBERG, OREGON 97132

GEORGE H. LAYMAN

June 30, 1975

RECEIVED
STATE HWY ENGR
JUL 1 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Fred B. Klaboe, State
Highway Engineer
State Highway Division
Salem, Oregon

Dear Mr. Klaboe:

It is my understanding that some questions have occasionally arisen with highway engineers concerning the control over cutting of curbs and providing entrances to city streets and highways.

Regardless of what may be the rule on a state-owned highway, it has been our understanding that on city streets, even though they constitute a state highway routing, the city is the responsible government agency having control over curbs and entrances. This problem has recently arisen on TOPICS Project T-5020(2), at the corner of Main and Illinois Streets, Newberg, with your local engineer contending that there can be no access to the property remaining at that corner, belonging to the City, after the corner has been widened and rounded. It appears to us that since this remains in all respects a City street, dedicated by resolution to street purposes, the City would have control over the curbs and access; and in addition, the original highway maps for the project showed an access along the west line of the corner property.

The City has accepted a bid for the sale of the remaining property, and the buyer is preparing to construct a house. If the buyer is unable to build anything, the land will, of course, then only be garden space and of little value to anyone, which would put an entirely different face upon the entire matter. There was some question raised in the City Council as to whether or not the entire corner property would be ruined by the widened highway, but the Council was satisfied from the maps that an access would exist, apart from the question of City jurisdiction, and the property was sold to the buyer on the basis that an access would exist.

✓ Because of all of these factors, it is very important that we not have any impasse on this subject, and I will appreciate a definitive response as soon as possible.

Yours very truly,

GEORGE H. LAYMAN
City Attorney

ESH

GHL:nd

cc: M. C. Gilbert, Finance Officer

8965

STATE COPY

R

MONTHLY TRANSACTION NUMBER 6-133

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-33

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

TATE **Oregon**

COUNTY **Yamhill**

PROJECT NUMBER **T-5020(2)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 10**, 19**74**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000	$ 21,073
Federal Funds	$ 780	$ 16,475
Other revisions		

This modification is made for the following reasons:

Addition of contract

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

For G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, June 11, 1975

Federal-aid Project
No. T-5020(2)

W. ILLINOIS ST. AT N. MAIN ST. (NEWBERG) SECTION
YAMHILL TO NEW HIGHWAY
YAMHILL COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y008
Channelization (Sta. 98+50 to Sta. 101+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,400.00
Temporary Signs	65 sq.ft.	10.00	650.00
Flagmen	40 hour	15.00	600.00
Removal of Structure and Obstructions	All Required		500.00
General Excavation	440 cu.yd.	10.00	4,400.00
Extra for Selected Topsoil Material	30 cu.yd.	10.00	300.00
1" - 0 Aggregate Base	230 cu.yd.	11.00	2,530.00
Class "C" Asphalt Concrete	130 ton	30.00	3,900.00
Concrete Walks	85 sq.yd.	10.00	850.00
Concrete Curbs	10 cu.yd.	100.00	1,000.00
			$16,130.00

Anticipated Items

Permanent Striping	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
		$ 300.00
	Subtotal	$16,430.00
	Engineering	1,643.00
	Total	$18,073.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engrg.	$ 3,000.00	$ 2,344.00	$ 328.00	$ 328.00
Channelization	18,073.00	14,131.00	1,971.00	1,971.00
Total	$21,073.00	$16,475.00	$2,299.00	$2,299.00

Group 1 - 100%

Contract No. 8205

Prefix No. 36-0604

2715

K

COST ANALYSIS
JOBS BID MAY 15, 1975

JOB	%	REMARKS
anby (Elm & Grant Sts.) ity Streets, Canby	+10.95%	Three items, Temporary Protection and Direction of Traffic, Removal of Structures & Obstructions, and Class "B" - "C" Asphaltic concrete in relation to bidders were low. The estimate does not reflect inclusion of sufficient mobilization and feel no benefit would result in readvertising.
. Illinois St. at N. ain St. (Newberg)	+46.01%	This job was not adjusted sufficiently from the original early 1974 prices and does not appear to have adequate mobilization included in the items. Temp. Protect, Excavation, Aggregates, and Asphalt were the main overrun items. The two bidders being so close would indicate that the estimate was low. The size project does not invite many bidders and probably no advantage would result in readvertising.

C. E. Layton
Cost Estimator

cc: F. B. Klaboe ✓
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
C. T. Keasey
J. H. Versteeg
D. E. Swan
John Bond
Virgil Boyd
E. L. Johnsen
Cost Analysis

NOTED
F. B. KLABO

W. ILLINOIS ST. AT N. MAIN ST. (NEWBERG) SECTION

YAMHILL-NEWBERG HIGHWAY

YAMHILL COUNTY

FAP No. T-5020(2)
.05 Mile Grading and Paving

Bids Received May 15, 1975

1.	Temporary Protection and Direction of Traffic	All Specified			$ * 400.00	1,400
2.	Temporary Signs	65 sq.ft.	9.00	10-	585.00	650
3.	Flagmen	40 hours	12.50	15	500.00	600
4.	Removal of Structures and Obstructions	All Specified			600.00	[illegible]
5.	General Excavation	440 cu.yds.	4.00	10-	*1,760.00	4,400
6.	Extra for Selected Topsoil Material	30 cu.yds.	2.00	10-	60.00	[illegible]
7.	1" - 0 Aggregate Base	230 cu.yds.	9.00	11-	* 2,070.00	[illegible]
8.	Class "C" Asphalt Concrete	130 tons	25.00	30-	* 3,250.00	3,900
9.	Concrete Walks	85 sq.yds.	10.50	10-	892.50	850
10.	Concrete Curbs	10 cu.yds.	95.00	100	950.00	1,000
	For Comparison of Bids				$ 11,067.50	[illegible]

FRADY CONST. Co. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$11,067.50
Anticipated Additional Items:		
Permanent Pavement Striping	200.00	
Temporary Erosion Control	100.00	
		300.00
		$11,367.50
Contingencies (4-1/2%)		511.54
Engineering (10%)		1,136.75
Estimated Net Authorization, Constr.		$13,015.79

[illegible] $2,4[illegible]

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-30-75

FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO.	F RAL AID PROJECT NO. 5020(2)
	ITEM NO. T-94	STATE PROJECT NO. W.Illinois St. at Main
		COUNTY NAME Yamhill
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
November 26, 1974	November 26, 1974	Various
		STATE ROUTE NUMBER Type II

GENERAL LOCATION:

City of Newberg

GENERAL DESCRIPTION OF WORK:

Channelization consisting of grading, paving and signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent Striping	$ 200
Temporary Erosion Control	100

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 21, 1975 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed revised title sheet is returned herewith.

Copies sent 5-8-75 to
R. Church & M. D. Ahern

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICAL	TITLE
4-30-75	C R Burghardt	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

T.

CITY OF NEWBERG
OFFICE OF CITY ATTORNEY

115 NORTH WASHINGTON STREET
TELEPHONE 538-2166
NEWBERG, OREGON 97132

GEORGE H. LAYMAN

April 18, 1975

RECEIVED
COUNTY & CITY SECTION
APR 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Mr. Richard Unrein
Urban Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5020(2)
Main Street @ Illinois Street

Dear Mr. Unrein:

We have had correspondence concerning the above matter, with particular relation to the acquisition by the City of Newberg of full legal title to the property at the Southwest corner of Main and Illinois Streets.

Since writing to Mr. Henry on December 9, 1974, the City has made an agreement with the heirs of C. S. McNay whereby, for payment of $500, they will quitclaim any interest in this property, legal title to which has been held by the City for 53 years. The matter had been in controversy with various McNay heirs for half a century, and I am glad that the matter was resolved without the expense and delay of litigation.

I now have obtained quitclaim deeds covering 8/9ths, with a final quitclaim deed not yet returned covering 1/9th only. However, although you state in your letter of January 10, 1975 that the City must have legal title five weeks prior to May 22, 1975, I would assume that the legal title which the City has held for 53 years may meet that requirement, and that the final quitclaim deed covering 1/9th is not a factor in connection with your bidding process.

The City Council has authorized the Mayor and Recorder to sign an instrument dedicating to the use of the public for street purposes the area involved in the project, for which your description has been furnished. Inasmuch as the City can hardly dedicate to itself, I propose to simply prepare an instrument reciting that the area is dedicated for street purposes, but retaining title in the City of Newberg. I hope this will be satisfactory.

Yours very truly,

GEORGE H. LAYMAN

GHL:skw

cc: John Oakes
Rod Henry

4-23-75

John Oakes says city has legal title as far as we are concerned. Proceed to contract.

CITY OF NEWBERG

414 EAST FIRST STREET
TELEPHONE 538-9421
NEWBERG, OREGON 97132

1893

April 9, 1975

Mr. Donald Harwell
Department of Transportation
203 State Highway Bldg.
Salem, OR 97310

Re: TOPICS Project
Main at Illinois

Dear Mr. Harwell:

Herewith please find copy of Resolution No. 75-558 passed by the Council April 7, 1975, dedicating a small triangle of land for street purposes.

Sincerely,

M. C. Gilbert
Finance Officer

MCG:bb

cc: R/W
Road Design

Gary
H

RECEIVED
COUNTY & CITY SECTION
APR 10 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

REC
COUNTY & CITY SECTION
APR 10 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7

RESOLUTION

No. 75-558

WHEREAS, the City of Newberg is the owner of record of the following described real property:

> Beginning at the intersection of the West line of Main Street and the South line of Illinois Street in the City of Newberg, Yamhill County, Oregon, and running thence South along the West line of Main Street, 106.66 feet; thence West 103 feet; thence North 106.66 feet to the South line of Illinois Street; thence East 103 feet to the place of beginning.
> EXCEPTING THEREFROM that portion conveyed to Theresa Burger, a single woman by Quit Claim Deed recorded January 4, 1967 in Film Volume 57, Page 417, Deed and Mortgage Records.; and

WHEREAS, the City has previously made application, TOPICS Project T-5020(2), for rounding and widening the highway corner at that intersection, which will involve a portion of the real property above described; and

WHEREAS, it is necessary that the additional right of way needed should be set aside for and dedicated permanently to public use as a roadway and street; now, therefore,

BE IT RESOLVED by the Council of the City of Newberg, as follows:

1. That there is hereby dedicated to public street and highway purposes all that portion of the tract above described lying northeasterly of the following described line:

> Beginning on the Westerly line of North Main Street at a point 110.35 feet southerly of (when measured along said Westerly line) the Southerly line of West Illinois Street; thence Northwesterly along an arc of a 110 foot radius curve left to the Southerly line of West Illinois Street at a point 110.35 feet Westerly of (when measured along said Southerly line) the Westerly line of North Main Street.

2. That the Mayor and City Recorder are authorized to execute any further documents, if necessary, to accomplish the said dedication to public street purposes.

PASSED by the Council, April 7, 1975.

City Recorder

T

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1975

To: MEMO

SUBJECT: TOPICS PROJECT T-5020(2)

West Illinois Street at North
Main Street (Newberg) Section
Yamhill-Newberg Highway
Yamhill County

I called Myrland C. Gilbert Finance Director for the City of Newberg regarding right of way for this project.

The City Council met on March 3rd, but the Property Committee was unable to agree on whether or not they should dedicate the property for street use. It has apparently been decided that the Committee will recommend that the property be dedicated, but they cannot take action on it until the next Council meeting which will be April 7th. ✓

Mr. Gilbert said he couldn't give any assurance that the right of way would be cleared for the May 8th contract letting date, but he assumed that the right of way would be approved at the April 7th meeting.

ROD J. HENRY
Regional Right of Way Supervisor

RJH:ph
cc JOHN R. OAKES
GARY ZAHNER

Hopkins H
Harwell ✓
Holmes
Prange
Unrein M
Gary 2

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

T

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 24, 1975

FILE:

FROM: Rod J. Henry
Regional Right of Way Supervisor

TO: John R. Oakes
Assistant Right of Way Engineer

SUBJECT: TOPICS PROJECT T-5020(2)

West Illinois Street at North
Main Street (Newberg) Section
Yamhill-Newberg Highway
Yamhill County

I called George Laymon, Newberg City Attorney, to determine the status of the right of way for this project.

Laymon has verbally agreed with the heirs of the property in question and is going to obtain a Quit Claim Deed for $500. The Deed has not been signed as of this date.

On Monday, March 3rd, the Newberg City Council will consider the proposal and authorize payment of the $500.

Mr. Laymon assured me that there would be no problem in obtaining the right of way; but since the Deed has not been obtained and the Council has not officially acted on the matter, it appears that the right of way still is not clear. Mr. Laymon assured me that someone would notify the Highway Division when the Deed had been obtained.

RJH:ph
cc GARY ZAHNER

RECEIVED
FEB 25 1975
COUNTY
CITY
UNIT

Hopkins ✓
Harwell ✓
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

T

Newberg

CITY OF NEWBERG

1893

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

December 27, 1974

Mr. Gary Zehner
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Topics Project T-5020 (2) Main Street at Illinois Street

Dear Mr. Zehner:

Our City Attorney advises that he can have the title on this area by March 31st.

We would prefer to continue the funds on the projects as approved.

Sincerely,

M C Gilbert

M. C. Gilbert
Finance Officer

MCG:bb

RECEIVED
COUNTY & CITY SECTION
DEC 30 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☑ RPE ☐

December 26, 1974

Mr. Myrland C. Gilbert
Finance Director
City Hall
Newberg, Oregon 97132

Re: TOPICS Project T-5020(2)
Main Street at Illinois Street

Dear Mr. Gilbert:

The subject project was withdrawn from the December 19 bid opening. Your City Attorney, Mr. George Layman, has advised us that the City does not have clear title to the area which is to be dedicated for public street purposes.

TOPICS funds must be obligated before June 30, 1975 or they will be lost.

Since the City is unable to provide the right-of-way, we intend to cancel this project and reallocate the TOPICS funds. If this meets with your approval, would you and the Mayor please sign one copy of this letter in the space provided and return it to this office.

Also, if the City intends to pursue the upgrading of stop signs citywide with City forces, please submit the proper justification as outlined in my October 31, 1974 letter.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. COX
County-City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer
County-City Unit

GEZ:scr

bc: L. W. Rulien
C. O. Fredrickson, Region 2

☐ ENGR. ☑ ASST. ✓ [illegible] AE ■ UE
✓ UFE CE RE ME ☐

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-18-74

FEDERAL AID PROJECT NO.
-5020(2)

STATE PROJECT NO.
WEST ILLINOIS STREET AT MAIN

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME YAMHILL
	ITEM NO. T-94	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

YEN
DEC 19 '74
R O
FOR

DATE PS&E APPROVED NOVEMBER 26, 1974	DATE AUTHORIZATION EFFECTIVE NOVEMBER 26, 1974	FEDERAL ROUTE NUMBER VARIOUS STATE ROUTE NUMBER TYPE II

GENERAL LOCATION:

CITY OF NEWBERG

GENERAL DESCRIPTION OF WORK:

CHANNELIZATION CONSISTING OF GRADING, PAVING AND SIGNING

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S NOVEMBER 25, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEBTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

[illegible]

RECEIVED
DEC 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
DE SWA

DATE 12-18-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 12, 1974

TO Oregon XXXXXXXXXXy Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
December 19 Bid Letting

Bids will be taken December 19 on the following eight projects. This is an informational report to document the Highway Division's actions taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. Fifteenmile Creek (Quarry) Bridge
   Wilber West Road, Wasco County
   Structure Project

   Footpaths and Bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2 (b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Main Street-Hawthorne Street (Forest Grove)
   Tualatin Valley Highway, Washington County
   Signal Modification Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. W. Illinois Street at N. Main Street (Newberg)
   Yamhill-Newberg Highway, Yamhill County
   Grade, Pave and Sign Project

   A concrete sidewalk which may be utilized by pedestrian and bicycle traffic will be constructed.

4. Birch Avenue-Crater Lake Highway (Medford)
Rogue Valley Highway, Jackson County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c), which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

The City has submitted a grant application to the Oregon Traffic Safety Commission for funding to develop a bicycle trail master plan. Until this plan is completed and some guidelines established for bicycle trail construction, the City of Medford recommends that no trail be established on this project.

5. Little Deschutes River (Burgess) Bridge
FAS 555, Deschutes County
Structure Project

A concrete sidewalk which may be utilized by pedestrian and bicycle traffic will be provided on a replacement-in-kind basis.

6. N.E. Killingsworth Street at Columbia Boulevard
N.E. Portland Highway, Multnomah County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Grants Pass Maintenance Building
Josephine County
Maintenance Building Project

Same as No. 6.

8. Jessie M. Honeyman State Park
Lane County
Utility Building Project

Same as No. 6.

bc: C. W. Head
A. E. Johnson
R. L. Schroeder
L. E. George
Jack Graham
George M. Baldwin
E. S. Hunter
Dave Talbot
Gary Sund
Victor Wolfe

WHW:jp srb

Newberg

(T)

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE December 11, 1974

TO A. E. Johnson

FROM John R. Oakes
John R. Oakes
Asst. R/W Engineer

SUBJECT Right of Way Status Report
Bid Opening
December 19, 1974

On December 9, 1974, I wrote you that the West Illinois Street at North Main Street (Newberg) Section of the Yamhill - Newberg Highway was clear. This certification and the prior certification I made through Mr. Rulien to the Federal Highway Administration, was based upon the supposition that the only right of way needed was from the City of Newberg, who were also sponsoring the project. The City of Newberg asked that we describe the area needed which they would in turn dedicate to the public so the State could, by resolution, assume the maintenance between curbs. This is the extent of our title to the balance of this highway within Newberg.

I have now received a letter from the City Attorney stating that the city does not own enough title to dedicate this property to the public. I have taken their letter to Mr. Barrie who has said that the city does not have enough right for the State to let a contract across the project. Therefore, please pull this project from the December 19 letting.

JRO:jk
cc: H. S. Coulter
R. L. Schroeder
C. W. Head
J. B. Boyd
L. W. Rulien
H. S. Cox
K. A. Chatwood
C. G. Swenson

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COUNTY & CITY SECTION
DEC 12 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

Gary
Per [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

CITY OF NEWBERG
OFFICE OF CITY ATTORNEY

[illegible] NORTH WASHINGTON [illegible]

NEWBERG OREGON 97132

GEORGE H. LAYMAN

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
December [illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

cc: Project Management
Right-of-Way
Road Design
Region 2

OREGON STATE HIGHWAY DIVISION 11-13-74
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5020(2)

Project Name Main Street @ Illinois Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newberg, Oregon,

this 13th day of November, 19 74.

City of Newberg

Mayor

Recorder

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R/W File No.

11-13-74

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Summary, Plan &

STATE OF ORE

STATE HIGHWAY

PLANS FOR PROPOSED

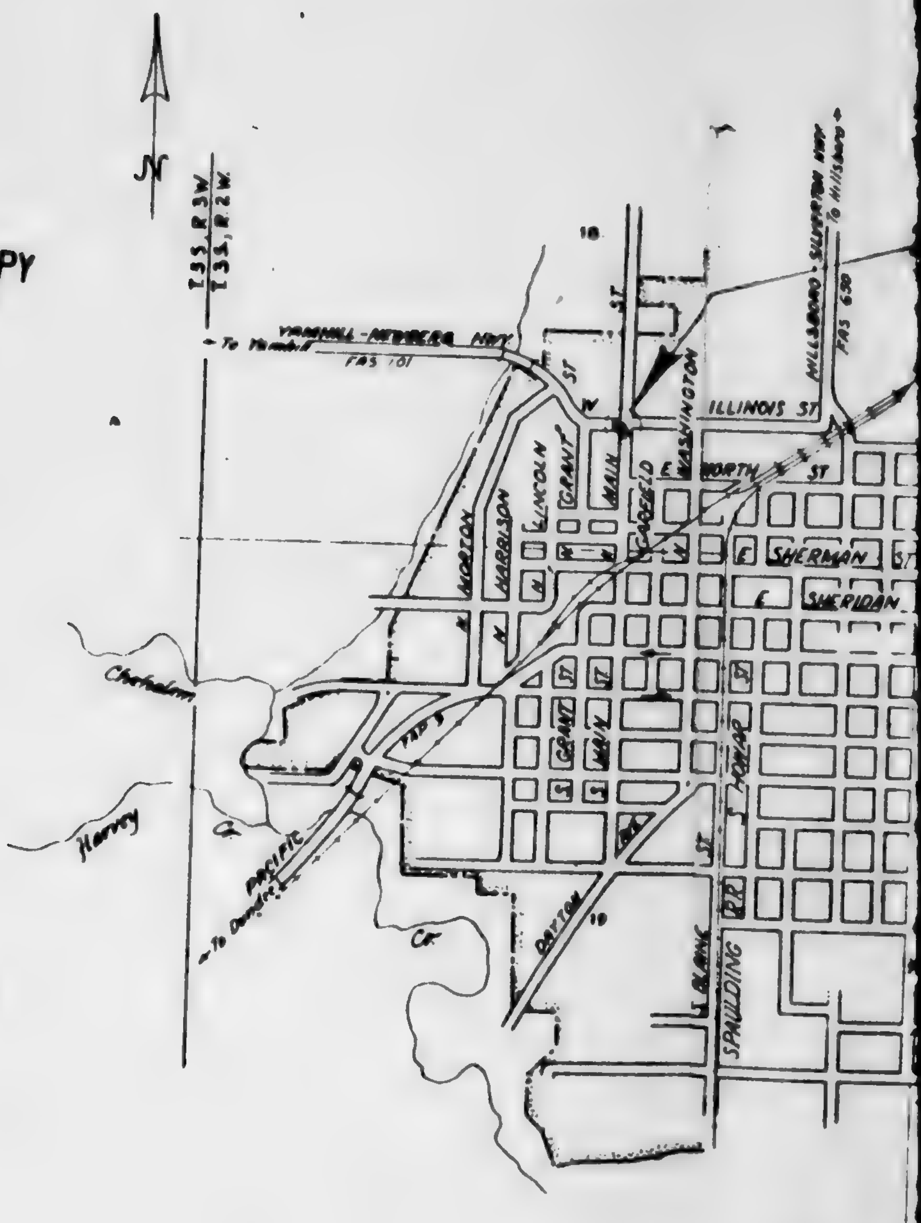
W. ILLINOIS ST. AT N. MAIN

YAMHILL - NEWBERG

YAMHILL COUNT

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
OCT 2 3 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Sketch Map
Scale 0 800 1600 Feet

W. ILLINOIS ST. AT N. MAIN ST. (NEWBERG) SEC. YAMHILL-NEWBERG HIGHWAY YAMHILL COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OREGON

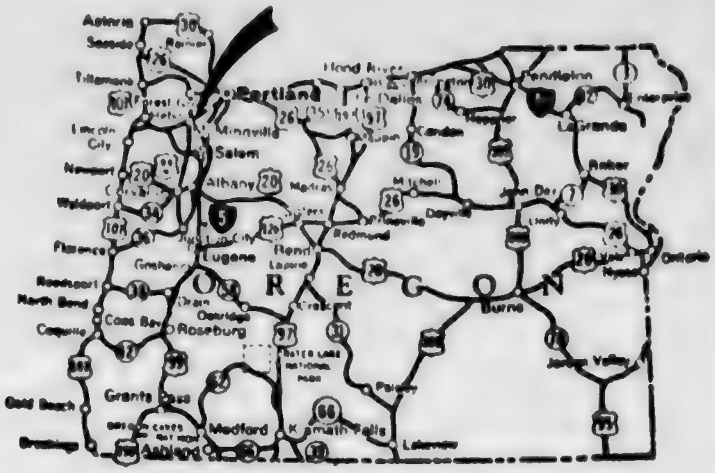
VAY DIVISION

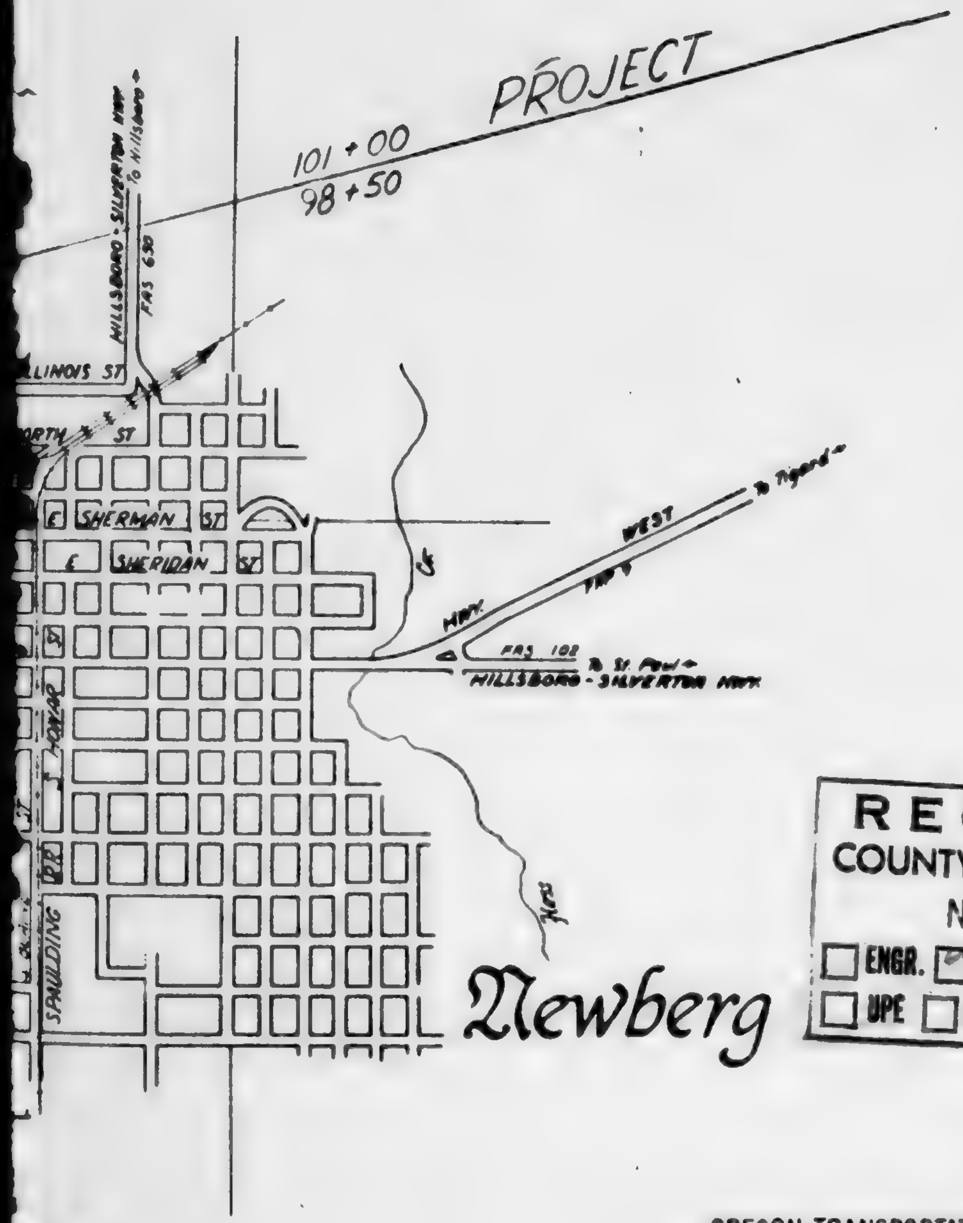
POSED PROJECT

AIN ST.(NEWBERG) SEC.

BERG HIGHWAY

COUNTY





Map

1600 Feet

APPROVED
CITY OF Newberg, Oregon
BY MAYOR
BY RECORDER
DATE November 13, 1974

RECEIVED
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Fred B Klaboe	ADMINISTRATOR AND HIGHWAY ENGINEER
A E Johnson	DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Carl O Fisher	COMMISSIONER
Robert L Mitchell	COMMISSIONER
Robert E Veatch	COMMISSIONER
Anthony R Yturri	COMMISSIONER
George M Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

T

bc: L. W. Rulien
C. O. Fredrickson

Mr. Myrland C. Gilbert
Finance Director
City Hall
Newberg, Oregon 97132

October 31, 1974

RE: TOPICS Project T-5020(2)
Main Street @ Illinois Street

Dear Mr. Gilbert:

Enclosed, per our telephone discussion and your request, is a copy of Subsection 14, Volume 6, Chapter 4, Section 1 of the Federal Aid Highway Program Manual, which describes the procedures to be followed to justify Federal Aid highway work being accomplished by the Force Account method. Prior approval by the Federal Highway Administration is required for any work to be done by City Forces for which Federal Aid is to be requested.

This justification is needed for the signing work you propose to perform with City Forces on the subject TOPICS project. Your submittal should include the extent of anticipated work, a breakdown of the costs, availability and experience of City Forces, and your reasons why it is in the public interest to do the work by Force Account.

Also enclosed is a sample copy of a justification that was submitted by another city which you may use as an example.

If you have any questions concerning this matter, please feel free to call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Urban Program Engineer

GEZ:mm
Encl.

SIGNING -
(BY CITY)
FROM BEARD 10/31/74

87 STOP SIGNS @ $35/EACH = $3,045
28 POSTS @ $65/EACH = 1,820
TOTAL FORCE ACCOUNT = $4,865

TOTAL CONSTRUCTION ITEMS PER 10/30/74 EST. = $9,580
PERM. STRIPING = 200
TEMP. EROS. CONTROL = 100
9,880

+ FORCE ACCOUNT = 4,865
$14745

+ 4½% CONT = 664
+ 10% ENGRING = 1475
$16,885

$16,885 - $10,682 = 6203
CITY SHARE = $3100±

CONTRACT ALL

TOTAL CONST ITEMS $9,580
SIGNING - 87 STOP SIGNS @ $55/EACH = 4785
28 POSTS @ $75/ " = 2100
PERM. STRIPING = 200
TEMP. EROS. CONT. = 100
$16,765

+4½% CONT = 754
+10% ENGR. = 1677
$19,196

$19,196 - $10682 = $8514
CITY SHARE = $4257

W. Illinois St. @ N. [illegible] St. (Newberg) Sec.

Cost Estimate

10/30/74
CEL

Item No.	Item	Unit	Quantity	Unit Cost	Total
1.	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		400 —
2.	Temporary Signs	[illegible]	65	9 —	585 —
3.	Flagmen	[illegible]	40	[illegible] 50	500 —
4	Removal of Structures and Obstructions	Lump Sum	All Spec.		600.00
5	General Excavation	Cu. Yd.	440	4.00	1760.00
6	Extra for Selected Topsoil Material	Cu. Yd.	30	2.00	60.00
7	1"-0 Aggregate Base	Cu. Yd.	230	7.00	1610.00
8	Class "C" Asphalt Concrete	Ton	130	20.00	2600.00
	Concrete Walks	Sq. Yd.	85	9.00	765.00
	Concrete Curbs	Cu. Yd.	10	70.00	700.00
	[illegible]				9580.00
			Add [illegible]		7185
	[illegible] ([illegible])			6	[illegible]
	[illegible]		4½ [illegible]		754 43
	Temp [illegible]		[illegible]		1676 50
	7183			6	[illegible]

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OCT 31 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

W. Illinois [illegible]

Item No.	Item	Unit	Quantity	Unit Cost	
	Reflectorized Stop Signs	Ea.	87	55.00	4785
	16' Posts	Ea.	28	75.00	2100
					6885

(Includ[illegible])

Est[illegible] = ([illegible])

by [illegible]

T

bc: L. W. Rulien
C. O. Fredrickson,
Region 2

October 28, 1974

Mr. Myrland C. Gilbert
Finance Director
City Hall
Newberg, Oregon 97132

Dear Mr. Gilbert:

TOPICS Project T-5020(2)
Main Street & Illinois Street

Enclosed are two copies of the plans for the subject project.

Please review the plans and return one approved copy with any comments or suggested revisions you may have, to this office.

Also enclosed are two copies of a right-of-way and utility certificate for the subject project.

Please complete the certificate and return one copy for our records.

This project is presently scheduled for our December 19, 1974 bid opening and it is estimated to cost $16,000. The City's share will be approximately $3,000. Do you anticipate any financial problems regarding the above?

Very truly yours,

H. S. Cox
County and City Engineer

By

G. E. Zehner
Urban Program Engineer

GEZ:mm
Encl.

R

MEMO TO FILES

October 18, 1974

RE: Footpaths & Bicycle Trails
TOPICS Project T-5020(2)
Main Street @ Illinois Street
City of Newberg

This project consists of upgrading stop signs citywide and reconstructing the Yamhill-Newberg Highway at the intersection of Main Street and Illinois Street.

Also included in this project is construction of a concrete sidewalk on the left side which may be utilized by bicycle and pedestrian traffic.

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer
County & City Unit

GEZ:ljt

cc: L. W. Rulien
W. J. Hart
L. E. George
Victor Wolfe
J. H. Versteeg
C. O. Fredrickson, Region 2

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

①

CC: PROJECT MANAGEMENT
R/W
ROAD DESIGN
REGION 2

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OCT 25 1974
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1974

Mr. Myrland C. Gilbert
Finance Director
City Hall
Newberg, OR 97132

Re: TOPICS Project T-5020(2)
Main Street @ Illinois Street

Dear Mr. Gilbert:

The channelization of the Yamhill-Newberg Highway at the above referred to intersection will require additional right-of-way.

As you know, the City of Newberg owns the property involved and you have agreed to dedicate to the public a portion of this property. The limits of the dedicated area will be one foot back of the proposed sidewalk line.

It will be necessary for the contractor to perform work on City property, outside the dedicated area, during construction of the slopes back of the sidewalk. We request the City's permission for the contractor to occupy City property to accomplish this work.

If the City is willing to approve this request, will you and the Mayor please sign a copy of this letter in the space provided and return it to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer

APPROVED
CITY OF NEWBERG
BY MAYOR
BY RECORDER
DATE Oct. 18, 1974

GEZ:ljt

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-15-74

FEDERAL AID PROJECT NO. T-5020(2)

STATE PROJECT NO. MAIN ST. AT ILLINOIS ST.

COUNTY NAME YAMHILL

PROGRAM NO.

ITEM NO. T-94

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: OCTOBER 15, 1974

FEDERAL ROUTE NUMBER: SECONDARY ROUTE 101

STATE ROUTE NUMBER: YAMHILL-NEWBERG HIGHWAY-SECONDARY RT 151

GENERAL LOCATION:

CITY OF NEWBERG

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

WE CONCUR THAT THE TIME SAVING PROCEDURES ENUMERATED IN VOL. 6, CHAPTER 8, SECTION 2, PARAGRAPH 5c OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLY TO THIS PROJECT. LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT IS HEREBY GRANTED.

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1, 1974
PROJECT MANAGEMENT SECTION

RECEIVED
OCT 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
D. E. SWAN
16 '74
REFER TO

DATE 10-15-74

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Survey Data will be Submitted to Design Sec. 9-26-74

NARRATIVE REPORT OF SURVEY

Main Street - Illinois Street (Newberg)
Yamhill-Newberg Highway
Yamhill County Pre. 36-0604

The purpose of the Survey was to establish a plan and estimate of Cost to ease the present 90° Street Intersection to an alignment with a 140' center radius and a 120' radius curb line with an adjacent sidewalk.
This was supposed to be curbed on both sides with the connection to Main an the North and Illinois on the East to be outlined by curbs.
In addition, the old pavement in those areas which would no longer be used would be obliterated and soil placed there in for landscaping and future planting.

Our first Estimate, based upon the above with a grade line which provided for trueing the profile,-placing an 0.02 super rate with run-offs, some minor drainage, and correction of apparent broken areas in the existing pavement came to $21745-Net-Adding a 10% allowance plus 20% Engineering & Contingencies brought the total cost to $28703.

Since the total allowable was $10000 under the agreement, we prepared another estimate.

This one retained the general map configuration including the 120' radius curb and sidewalk on the South Westerly side. However now, we propose to excavate up to the existing pavement and place new surfacing and pavement only in the new grading on the inside of the curve.
The only area of overlay of the existing pavement will be where the extension of the slope downward would create a low point where drainage would be restricted. In this case, we have raised the grade sufficiently to eliminate this problem.
There will be no curbs to outline the Northerly line nor will the connection of Main & Illinois to the North and East be curbed. Instead, this will be done by painted traffic markers and stripping. Thus eleminateing several bid items and reducing the quantity of the ones retained.
The cost of this option is $ 9678 net plus 10% allowance and 20% Engineering & Contingencies for a total of $12775.

The two proposals were reviewed by Mr. Wimer who suggested that they in turn be shown to the City of Newberg.

This was done on Sept. 12, 1974 at which time the City Public Works Commission elected to take the less expensive option as they have no funds to build the other.

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Included in the original allocation of funds for the project was $3000 for up-grading the Stop Signs throughout the City. This figure was attached to the agreement packet and shows a Cost estimate as follows:

ITEM	QUANTITY	COST/UNIT	TOTAL
Reflectorized Stop Signs	87 ea.	22.00	$1914.00
11' Posts	28 ea.	4.90	137.20
Labor	200 hrs.	5.25/hr.	1050.00
		TOTAL	$3101.20

Based upon the Contract currently under way in Newberg which has this type of Signs, etc. The Cost by Contract would be $ 3806.00 for furnishing & Installing the Signs alone, the posts would amount to something like-$ 1200.00 .
In view of this, it appears as though this would have to be handled by the City with the money provided as a separate item in the Project Authorization and set up on a State Force Order.

The base design used for the estimate was 11 inches of crushed Base (1"-0) and 4 inches of A/C pavement-probably Class "C". Since the quantities are so small, I would recommend the use of Commercial Sources and quality, that is , the Rock would be accepted on the basis of our Sand Equivalent but visual gradation and the A/C on the basis of the Broad Band Specification with a minimum asphalt content specified.
There is no existing underground drainage in the near vicinity so the run-off will continue as it has in the past.
The Excavation in the project will be excess & shall be disposed of by the Contractor in areas of his choosing provided these meet with the approval of the City.

sheet 1 of 1 sh

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section: Main & Illinois Sts. (Newberg)
Highway: Yamhill-Newberg Highway

County: Yamhill
Prefix: 36-0604

ITEM NO.	SPECIFIC'N. NO.	ITEM DESCRIPTION	UNIT	Part			TOTAL QUANTITY	UNIT PRICE	AMO
1	110	Mobilization	Lump Sum				100%	Lump Sum	5
2	111(a)	Temp. Prot. & Direct. Traffic	Lump Sum				100%	Lump Sum	2
3	111(b)	Temporary Signs	Sq. Ft.				84	7.00	5
4	111(c)	Flagmen	Hr.				80	12.00	
5	203(d)	General Excavation	Cu. Yd.				380	3.00	1,1
6	225	Furnishing & Placing Topsoil	Cu. Yd.				20	6.00	
7	233	Watering	M-Gals.				10	10.00	
8	304(b)	Coarse Aggregate Base	Cu. Yd.				200	7.00	1,
9	403	Class C Asphalt Concrete	Ton				118	20.00	2,
10	407	Asphalt in Tack Coat	Ton				0.1	200.00	
11	608(a)	Concrete Walks	Sq. Yds.				80	7.00	
12	609(a)	Concrete Curbs	Cu. Yd.				11	70.00	
				Total Contract Items					8,
		Add. Anticipated Items:							
		Stop Signs							
		Engineering & Contingencies	(20%)						
						Total			1

ON COST ESTIMATE AND QUANTITY SUMMARY sheet 1 of 1 sheets

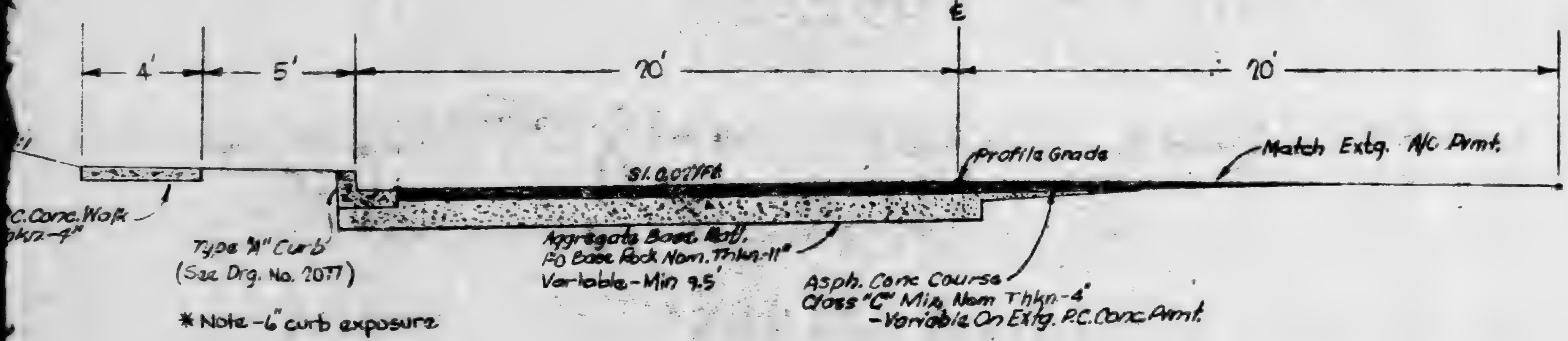
n: Main & Illinois Sts. (Newberg) County : Yamhill

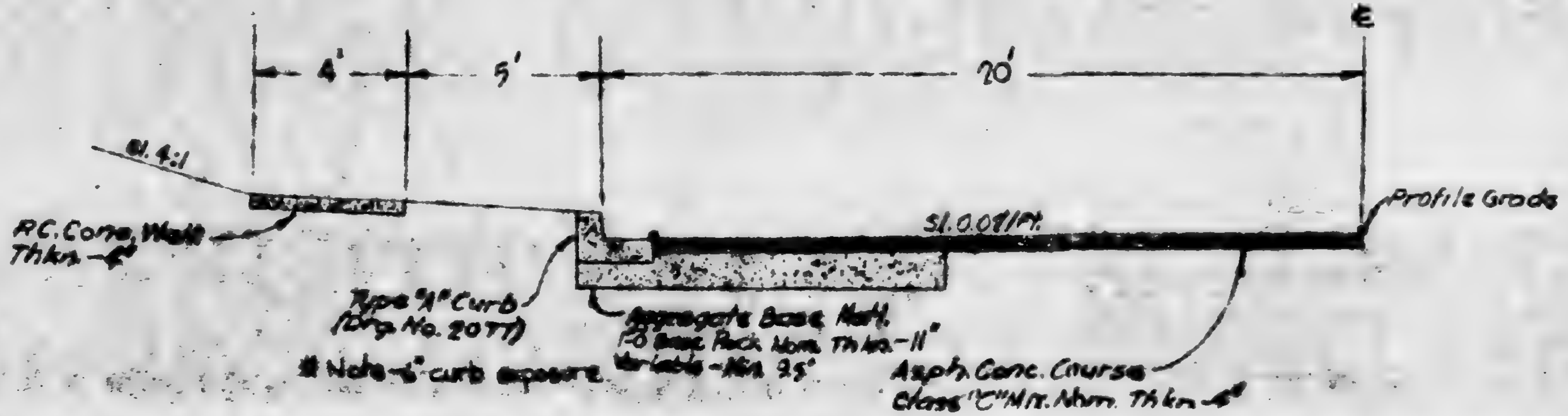
ay: Yamhill-Newberg Highway Part Prefix : 36-0604

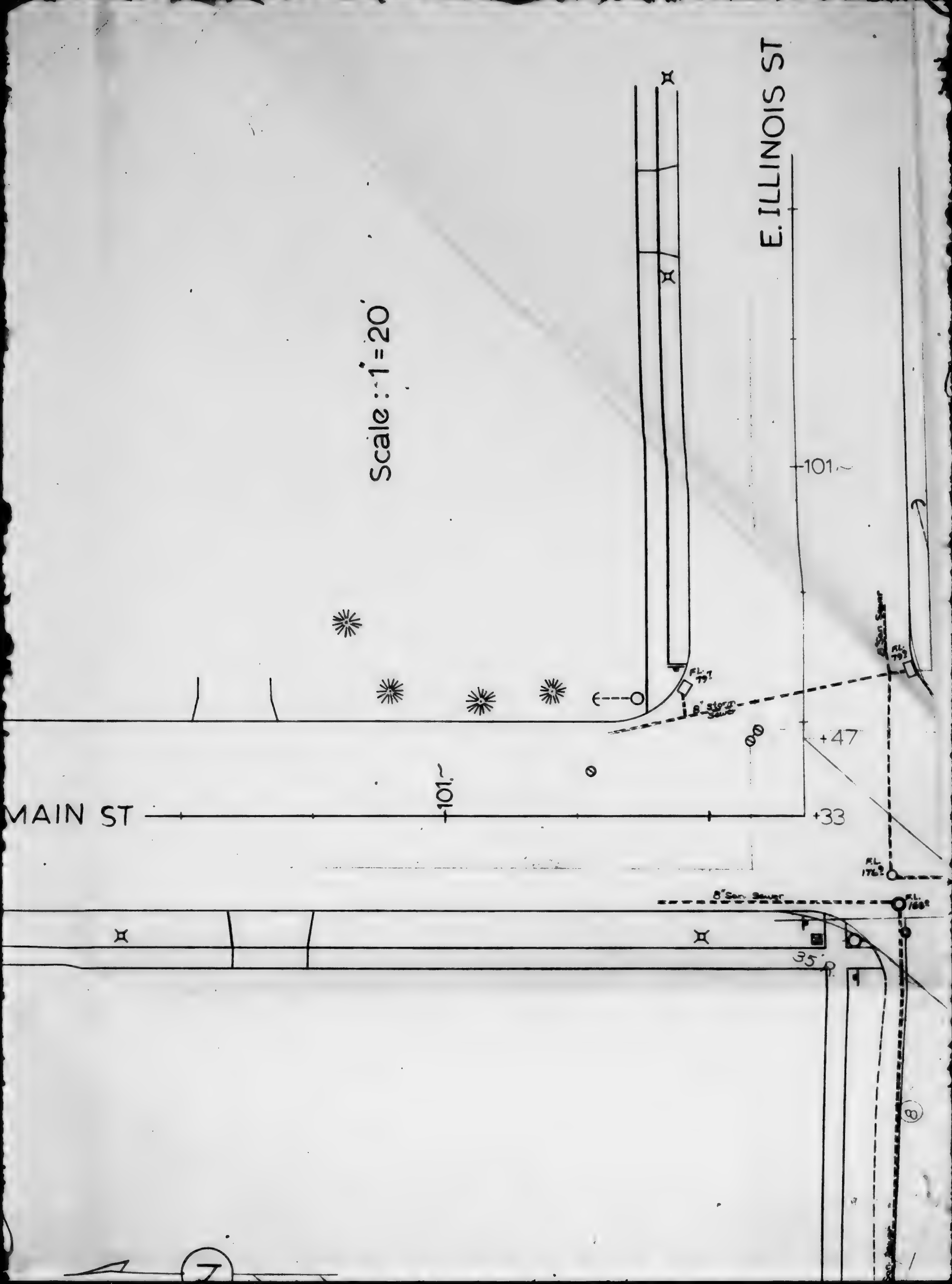
ITEM DESCRIPTION	UNIT				TOTAL QUANTITY	UNIT PRICE	AMOUNT
obilization	Lump Sum				100%	Lump Sum	500.00
emp. Prot. & Direct. Traffic	Lump Sum				100%	Lump Sum	200.00
emporary Signs	Sq. Ft.				84	7.00	588.00
lagmen	Hr.				80	12.00	960.00
General Excavation	Cu. yd.				380	3.00	1,140.00
urnishing & Placing Topsoil	Cu. yd.				20	6.00	120.00
Watering	M-Gals				10	10.00	100.00
Coarse Aggregate Base.	Cu. yd.				200	7.00	1,400.00
lass C Asphalt Concrete	Ton				118	20.00	2,360.00
sphalt in Tack Coat	Ton				0.1	200.00	20.00
Concrete Walks	Sq. yds				80	7.00	560.00
Concrete Curbs	Cu. yd.				11	70.00	770.00
		Total Contract Items					8,718.00
dd. Anticipated Items:							
Stop Signs							3,000.00
ngineering & Contingencies	(20%)						2,344.00
				Total			14,062.00

MAIN & ILLINOIS ST. (NEWBERG)

TYPICAL SECTION

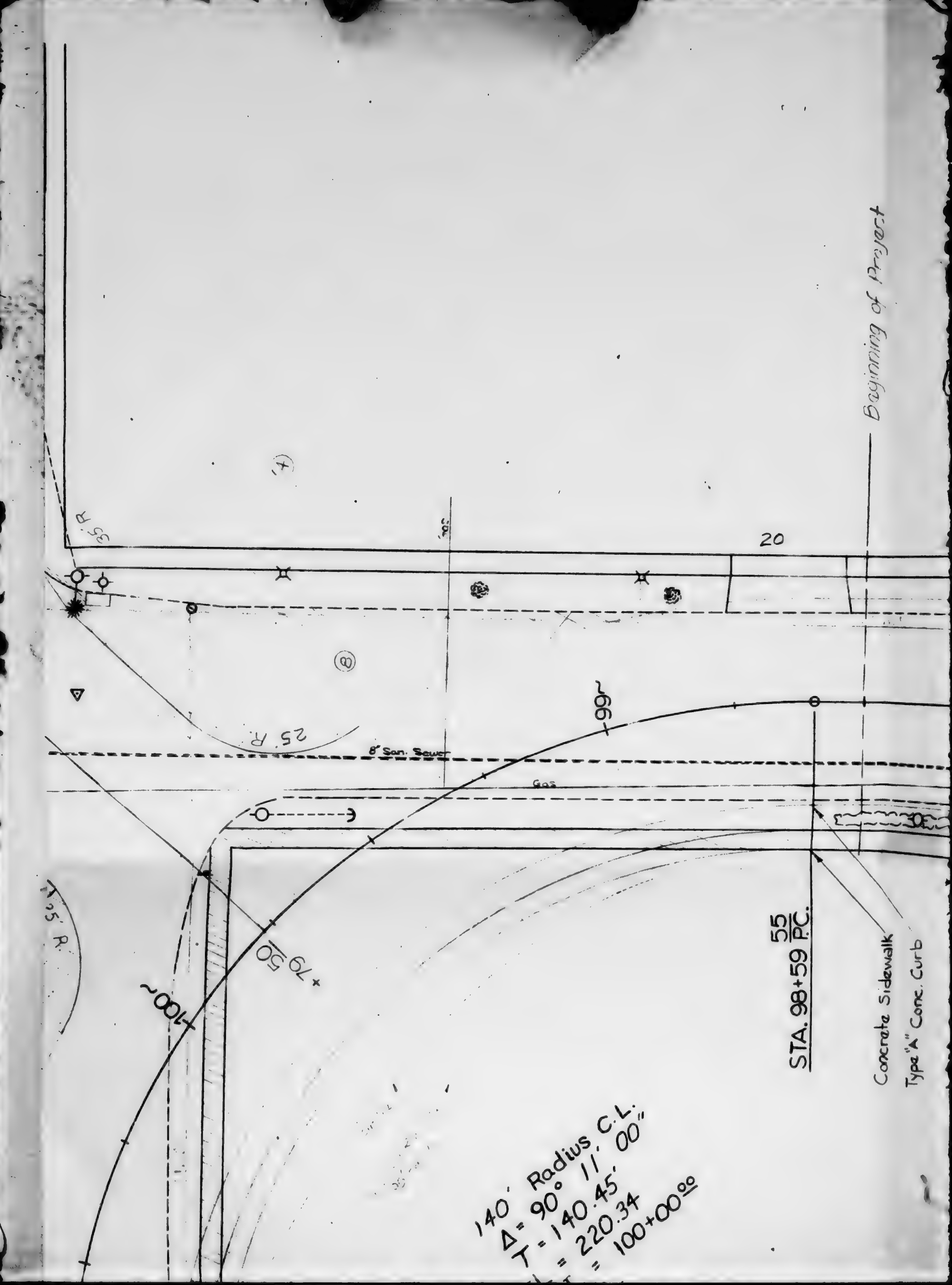


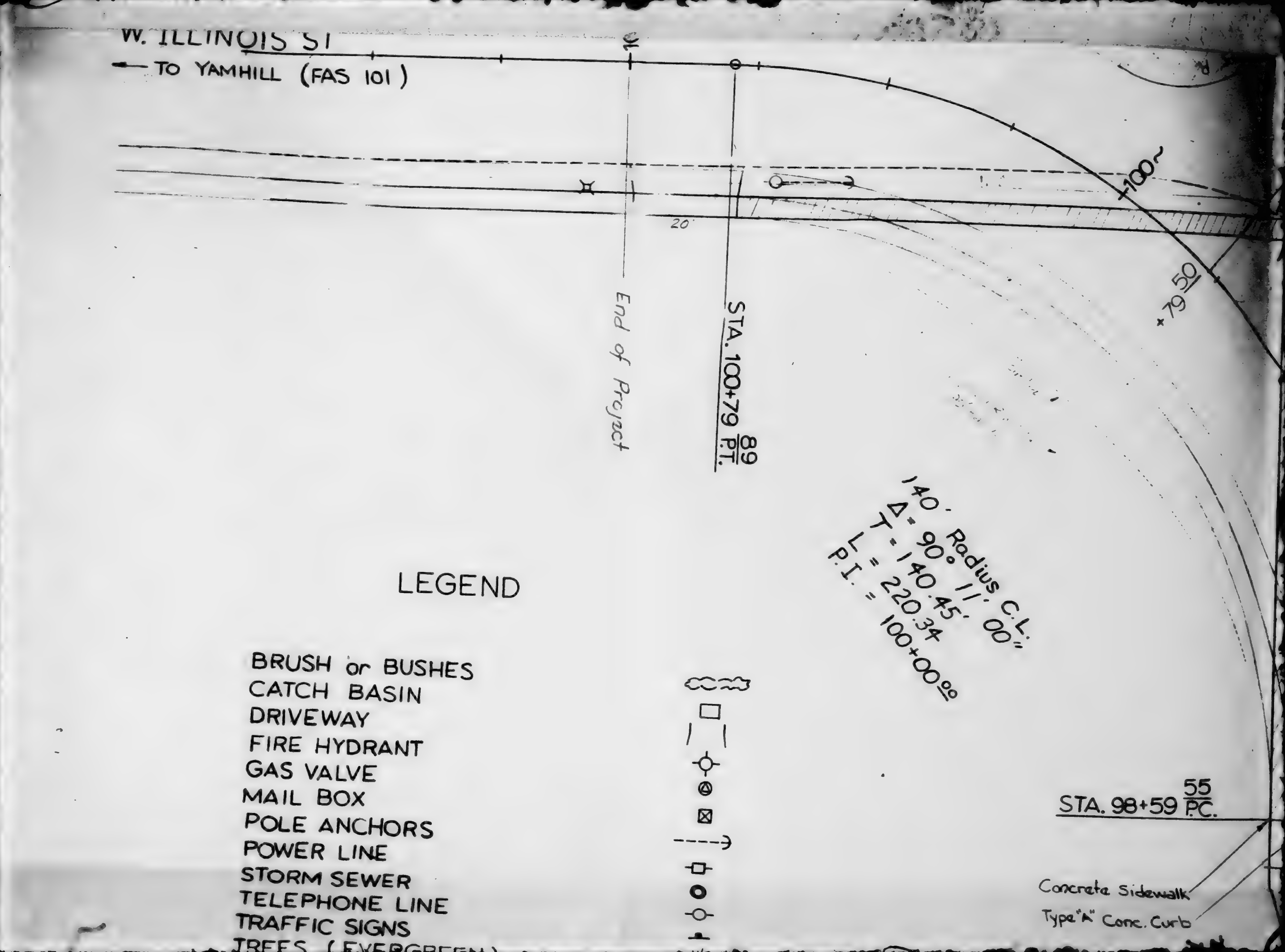


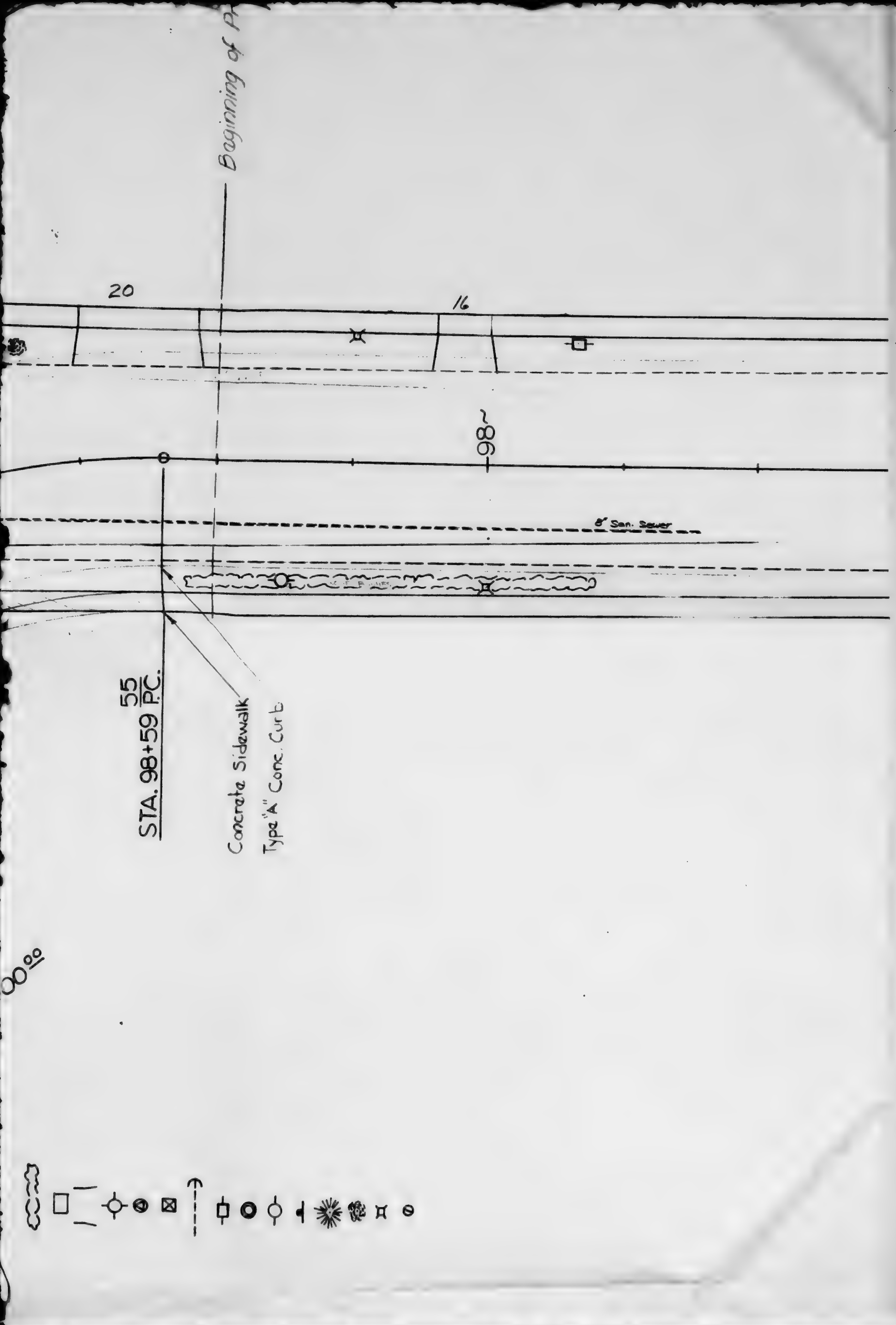

E. ILLINOIS ST
Scale : 1" = 20'
101.~
+47
+33
MAIN ST
101.~
F.L. 79?
8" Storm Sewer
8" San Sewer
F.L. 79?
F.L. 176?
8" San. Sewer
F.L. 168?
35'
7
8

NEWBERG
MAIN $ ILLINOIS ST. INTER.

LOREN WEBER, RES. ENGR.

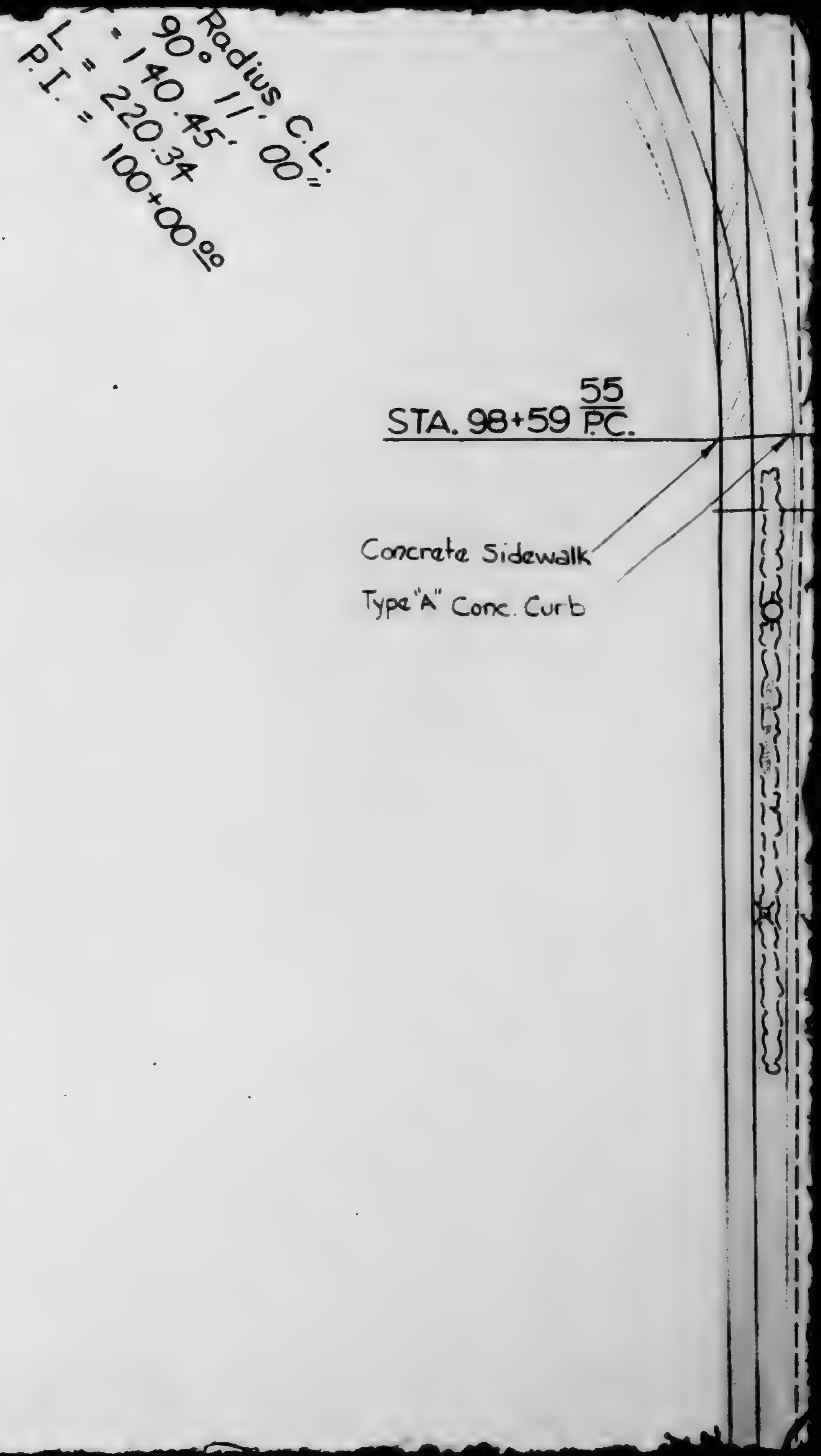

Beginning of Project
20
35' R
(4)
(8)
25' R.
8" San. Sewer
Gas
~99
~100
+79 50
30"
25' R.
STA. 98+59 55 P.C.
Concrete Sidewalk
Type "A" Conc. Curb
140' Radius C.L.
Δ = 90° 11' 00"
T = 140.45'
L = 220.34
P.T. = 100+00 00


W. ILLINOIS ST
← TO YAMHILL (FAS 101)
100
+79 50
20'
End of Project
STA. 100+79 89 P.T.
140' Radius C.L.
Δ = 90° 11' 00"
T = 140.45'
L = 220.34
P.I. = 100+00.00
STA. 98+59 55 P.C.
Concrete Sidewalk
Type "A" Conc. Curb
LEGEND
BRUSH or BUSHES
CATCH BASIN
DRIVEWAY
FIRE HYDRANT
GAS VALVE
MAIL BOX
POLE ANCHORS
POWER LINE
STORM SEWER
TELEPHONE LINE
TRAFFIC SIGNS
TREES (EVERGREEN)


Beginning of P
20
16
98
8" San. Sewer
STA. 98+59 55 P.C.
Concrete Sidewalk
Type "A" Conc. Curb
00

LEGEND

BRUSH or BUSHES	﹏
CATCH BASIN	□
DRIVEWAY	| |
FIRE HYDRANT	-○-
GAS VALVE	⊕
MAIL BOX	☒
POLE ANCHORS	----→
POWER LINE	-□-
STORM SEWER	◎
TELEPHONE LINE	-○-
TRAFFIC SIGNS	▲
TREES (EVERGREEN)	✳
TREES (DECIDUOUS)	❀
WATER METER	⌑
WATER VALVE	⊘



[illegible] 13
Newberg

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 13, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Main St. at Illinois St.
City of Newberg
Yamhill County
TOPICS Project T-5020(2)

This negative declaration precedes our request for location-design approval of the subject Federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT The project, which is located in the city of Newberg, Yamhill County, Oregon, consists of two separate actions. The first is the upgrading of 87 stop signs on numerous streets on the FAP, type II System. The second is construction of a 120-foot radius curve at the intersection of Main Street and Illinois Street (Yamhill-Newberg Highway, FAS 101), with an extension to the remaining segment of Main Street and East Illinois Street (see drawing). Channelization will be provided for left turns off of the highway onto the extension. The remaining right-of-way areas northeast of the curve will be landscaped to provide a pleasant atmosphere. Plantings will be less than 30 inches in height to avoid sight obstruction. Cost of the combined projects will be $13,000.

PURPOSE OF PROJECT

The purpose of the signing project is to increase safety by replacing signs which are non-uniform.

The intersection improvement is designed to solve two problems -- safety and routing of traffic. Safety would be improved by lengthening the turning radius of the curve to make turning easier and by improving the approach from the northern segment of Main Street and East Illinois Street.

The routing function of this project is related to Newberg's future transportation plans. The city is planning a one-way couplet along First Street (99W) and Hancock Street and would like to encourage motorists entering the city along the Yamhill-Newberg Highway to use this couplet rather than continue on East Illinois Street to College Street. College Street (Hillsboro-Silverton Highway) is heavily used, and additional traffic burden on College Street would necessitate widening for the five-block section from East Illinois Street to Hancock Street. This is a well-established residential section lined with mature trees, and there is substantial public sentiment against acquiring additional right-of-way along this segment. The city feels that upgrading the curve at the Illinois Street and Main Street intersection will help channel traffic onto the couplet and avoid developing a problem on College Street.

EXISTING ENVIRONMENTAL SETTING

Newberg is a small town 23 miles southwest of Portland. In recent years, Newberg, like other small towns in the vicinity, has experienced rapid growth in population. Employment opportunities, however, remain in and near Portland. Therefore, all state routes in the area are subject to heavy commuter traffic. Newberg has three such routes running through it -- Pacific Highway West, Yamhill-Newberg Highway and Hillsboro-Silverton Highway. The proposed improvement is on the Yamhill-Newberg Highway where the route turns from Main Street onto West Illinois Street. The intersection is presently banked and striped to accommodate the turn, however, the driver is required to slow down to negotiate it. Twenty-four-hour traffic volumes on the various segments of the intersection are shown on the accompanying drawing.

The offset alignment of the intersection poses additional problems. The centerline of East Illinois Street at the Main Street Intersection is 32 feet north of the centerline of West Illinois Street at the intersection, making turning and crossing Main Street on Illinois awkward.

Land use in the area of the intersection is residential. The southwest corner of the intersection is a vacant lot owned by the city.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most notable impacts of this project are prevention of the development of the potentially poor traffic pattern described earlier and possible increased safety from the better designed intersection. Air quality is not expected to change. Noise levels will decrease slightly, as vehicles will not be required to change speed to negotiate the curve. A utility pole that occupies the southwest corner will need to be relocated.

New right-of-way will be needed to construct the curve, however, the city owns the property involved, which is a vacant lot. The remaining land in the parcel would have sufficient square footage to be considered for a residential building permit, however, it is doubtful that roadway access would be granted along the curve, so the parcel would be left land-locked. Possible alternative uses of the land are development by adjacent properties using established access and development by the city as a park or landscaped area.

The impact of the signing project will be increased safety. The signs now in use are not uniform and are in poor condition, so recognition, especially at night, is difficult.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the state, this project is of a type that is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for the A-95 review process.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, since no right-of-way will be purchased; there will be no change in traffic patterns; there will be no effects on existing or planned land use; and there will be no significant adverse effects on social and natural environments.

Your concurrence is respectfully requested.

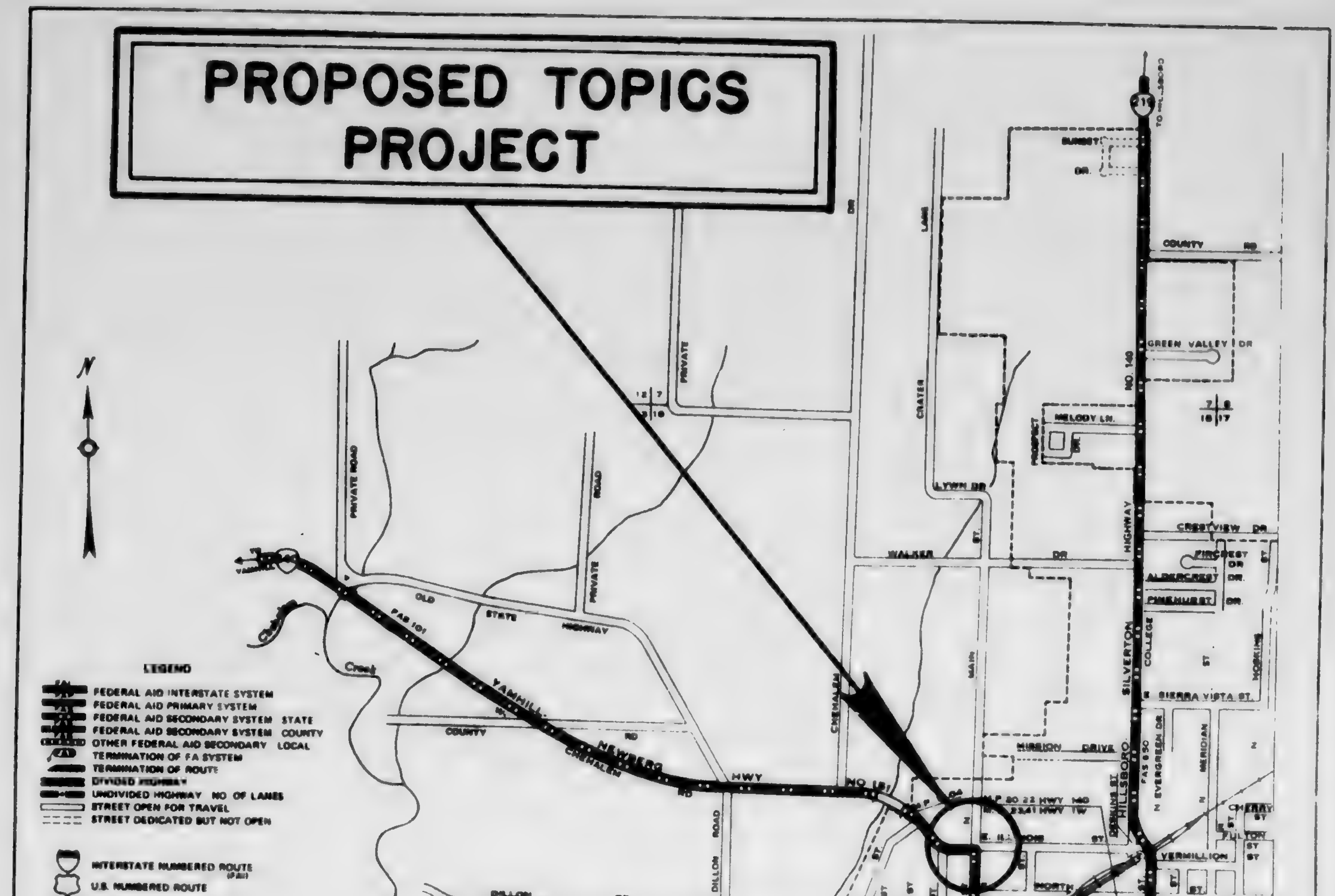
Endorsement to Oregon State Highway Division

CONCUR ____________________ DATE **AUG 28 1974**
Division Engineer

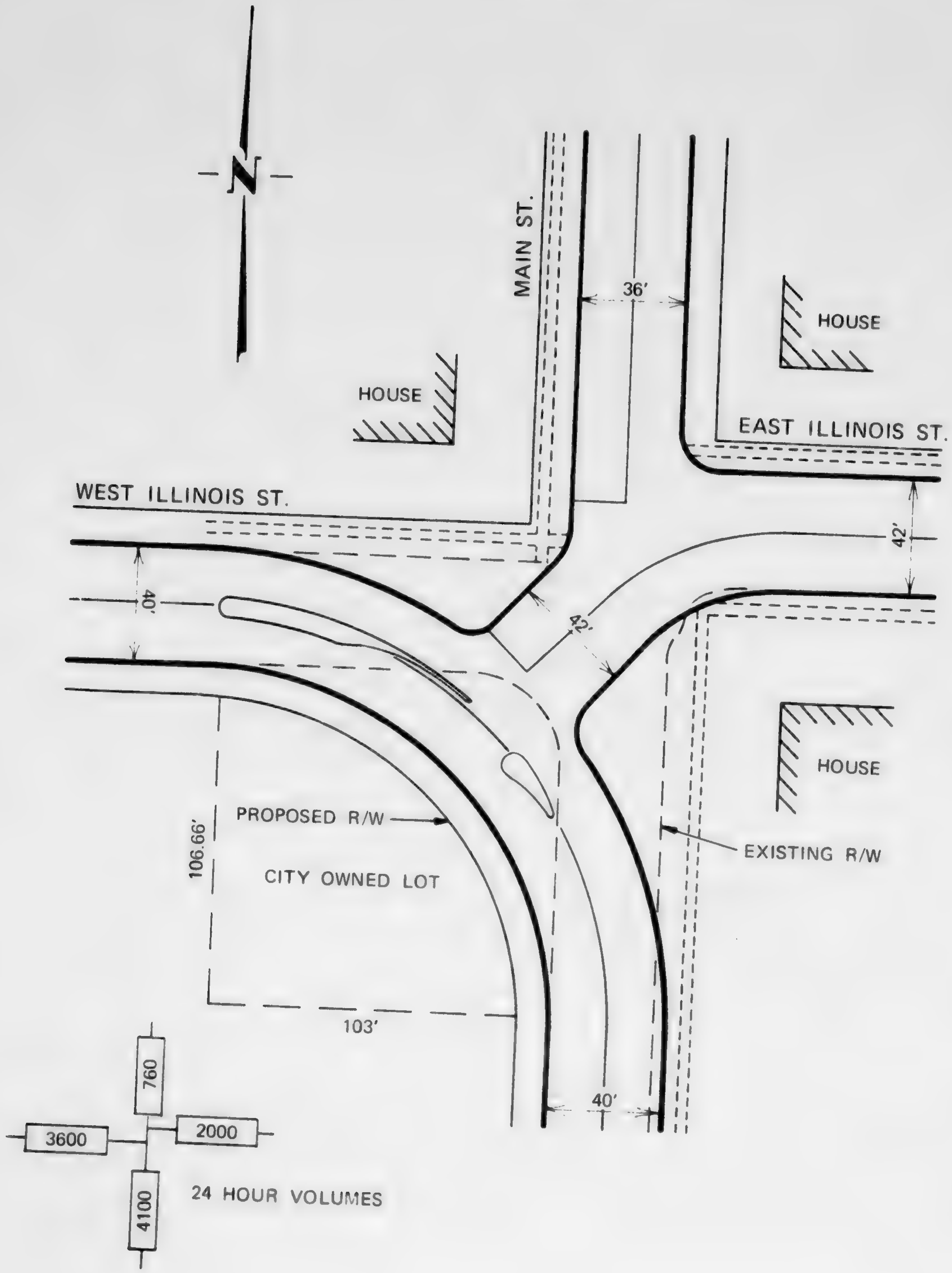
DK:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson

PRC


PROPOSED TOPICS PROJECT
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
NEWBERG
YAMHILL COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
POPULATION 7635
Scale in Feet
SHEET ARRANGEMENT
SHEET 1 OF 2 SHEETS
REVISED JANUARY 1973
NEWBERG YAMHILL HWY NO 151
FAS 101
OLD STATE HIGHWAY
SILVERTON HILLSBORO HIGHWAY NO 140
FAS 850
PACIFIC HWY WEST NO 1W
SOUTHERN PACIFIC
FAP 9
MP 20.22 HWY 140
MP 23.41 HWY 1W
MP 11.35 HWY 151
MP 23.71 HWY 1W
MP 24.08
219
99W
CHEHALEM
MAIN
COLLEGE
MERIDIAN
SPAULDING
DILLON RD
SUNNYCREST RD
RED HILLS RD
DUNDEE NEWBERG
MISSION DRIVE
WALKER DR
CRESTVIEW DR
GREEN VALLEY DR
MELODY LN
SIERRA VISTA ST
VERMILLION
FRANKLIN
SHERMAN
SHERIDAN
HANCOCK
1ST
2ND
3RD
4TH
5TH
9TH
10th ST
HILL CREST CEM
T3S R2 3W W.M.
COUNTY RD
(MATCH TO SHEET 2)

PROPOSED INTERSECTION IMPROVEMENT
MAIN ST. AND ILLINOIS ST.
NEWBERG



FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE August 6, 1974

TO George Ramjoue'
Project Coordinator

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT Main St. at Illinois St.
City of Newburg
Yamhill County
TOPICS Project T-5020(2)

I will be out of town and cannot attend your meeting on August 9.

On page two of the draft negative statement find two minor suggested changes.

On page three I recommend all concerned look again at the property at West Illinois and Main Street. I recommend that access be controlled on the city owned lot. Residential development should not be allowed on this inside curve where the land remianing is so minimal that the encroachment of future improvements would be necessary.

Attached find marked up copy of your draft statement.

KAC:bm

cc R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
AUG 7 1974
Office of
Assistant State Highway Engineer

36-33

(T)

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
1974
☐ ☐ ☐ ☐ ☐ C
TTE RCE
☐ ULE ☐ CEO ☐ TA ☐ ☐

DATE June 21, 1974

TO Gerald Wimer
Regional Construction Engineer

FROM Loren A. Weber
Resident Engineer

SUBJECT Stop Signs - City of Newberg
A portion of the City topics project

I called Mr. Hall apperently after he had again called you regarding whether the city could install the Stop Signs & get an allowance for the work from the federal people.

To date, he feels he will let it go into the contract and won't persue it further.

cc H. S. Coe ✓ If this isnt appropriate, please advise
G Wimer

RECEIVED
COUNTY & CITY SECTION
JUN 28 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-42

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-2-74

BY (Signature): L. W. RULIEN'S APRIL 30, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 94 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
94	T-5020(2)	0.0	13,000	10,140	ILLINOIS STREET AT MAIN STREET (NEWBERG) YAMHILL COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING, CHANNELIZATION, SIGNING.

RECEIVED
STATE HWY ENGR
MAY 3 '74
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY FOR DESIGN APPROVAL.

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 5-2-74
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915.690

FORM PR-48
(Rev. 8-71)

MONTHLY TRANSACTION NO. 5-42

DATE SUBMITTED TO D.O. MAY 2 1974

FORM PR-1 (REV. 4-61)

4-30-74

Budget Bureau No. 41-R2067; Ap

U.S. DE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Newberg 65	ADT	PRESENT 4,000*	FUTURE (66) 6,800* (70)	YEAR (71) 94 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Channelization, Sign 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV. AGCY.	OA CLASSIF.	OA AREA	EMERG. YR. (72) B-2 (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 T- 22	NUMBER 7 5020

CARD 4

CLASS OF FEDERAL FUNDS: TOPICS

NAME OF URBAN AREA 17-31: Newberg

COUNTY NAME: Yamhill

CODE: 071

ROUTE T S NO. P — FEDERAL-AID: Various (32) — STATE: --- (36)(37) — U.S.: --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	City of Newberg (SR 240, Main St. at Illinois St.--Also citywide)	0.0	2,000	1,560	220	220 (City)
5					ROW							
5	30			3	CONST (CODE) Y002 Y008	3	"Illinois St. at Main St. (Newberg) Section"	0.0	11,000	8,580	1,210	1,210 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	13,000	10,140	1,430	1,430 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*ADT is on SR 240 (FAS 101)

MAY 2 1974

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
MAY 3 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-42

MAY 2 1974

FORM PR-1
(REV. 4-61)

4-30-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City of Newberg		4,000*	6,800*	94	10	Oregon	41	077	94

OSED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	FA CLASSIF.	FA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
lization, Sign						B-2		T-	5020	(2)		

NDS	COUNTY NAME	CODE	PROGRAM STAGE
TOPICS	Yamhill	071	☐ 1 OR ☒
Newberg	ROUTE NO. S T P FEDERAL-AID Various	STATE --- U.S. ---	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
PE	3	City of Newberg (SR 240, Main St. at Illinois St.--Also citywide)	0.0	2,000	1,560	220	220 (City)	P.E. all phases; Channelization consisting of gr., dr., high-type pave and sign. Install standard stop signs citywide where necessary.
ROW								
CONST (CODE) Y002 Y008	3	"Illinois St. at Main St. (Newberg) Section"	0.0	11,000	8,580	1,210	1,210 (City)	ROW-60' normal; Access control-none; Parking restrictions-none.
D BY		PROJECT TOTALS	0.0	13,000	10,140	1,430	1,430 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 3 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

2 1974

OREGON DIVISION

REMARKS

*ADT is on SR 240 (FAS 101)

-OVER-

ILLINOIS ST. AT MAIN ST. (NEWBERG) SECTION

PROJECT NO. T-5020(2)

Existing Facilities: Intersection formed by the two following streets:

Illinois St.: West of Main (FAS 101) - - - 40' AC surfaced roadway, 2 lanes with sidewalks on both sides.
East of Main - - - - - - - - 42' curbed section with AC surface, 2 lanes with sidewalks on both sides.

Main St.: South of Illinois (FAS 101) - - - 40' AC surfaced section with a curb on the east side only, 2 lanes with sidewalks on both sides.
North of Illinois - - - - - - - - 36' curbed section with AC surface, 2 lanes with sidewalk on west side only.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Channelization of the preceding described intersection which work consists of grade, drain, high-type surface and installation of signs and pavement markings.
3. Install standard stop signs citywide, where necessary, on streets and roads at intersections of Federal-aid Primary, Secondary and Primary Type II systems.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Sportsman Air Park lies adjacent to the southeast city limits, but the proposed work will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 C review and comments under working agreements dated April 28, 1 October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state covering maintenance obligations will be prepared to comply wi graph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, authority to control the use by utilities of the right-of-way project. A state-city agreement is being prepared to comply w graph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - $1
PS & E Prep- 1
Total $2

b. 5% of project is on FA Primary System.
75% of project is on FA Secondary System.
20% of project is on FAP Type II System.

NOTE: The project is in Congressional District No. 1.

ILLINOIS ST. AT MAIN ST. (NEWBERG) SECTION

PROJECT NO. T-5020(2)

ies: Intersection formed by the two following streets:

.: West of Main (FAS 101) - - - 40' AC surfaced roadway, 2 lanes with sidewalks on both sides.
East of Main - - - - - - - - - 42' curbed section with AC surface, 2 lanes with sidewalks on both sides.
South of Illinois (FAS 101) - - - 40' AC surfaced section with a curb on the east side only, 2 lanes with sidewalks on both sides.
North of Illinois - - - - - - - - - 36' curbed section with AC surface, 2 lanes with sidewalk on west side only.

The proposed project consists of the following:

ases of preliminary engineering.
lization of the preceding described intersection which work con-
of grade, drain, high-type surface and installation of signs and
nt markings.
l standard stop signs citywide, where necessary, on streets and
at intersections of Federal-aid Primary, Secondary and Primary
II systems.

nt-of-Way: None required.

istance Payments: None involved as additional right-of-way is

Railroads, Airports, Water Developments, Historical and
reas: None involved.

an Air Park lies adjacent to the southeast city limits, but the
will not cause any conflict with the operation of the airport.

rements: Environmental statement will be submitted in compliance
rements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work -	$1,000
PS & E Prep- -	1,000
Total	$2,000

b. 5% of project is on FA Primary System.
75% of project is on FA Secondary System.
20% of project is on FAP Type II System.

NOTE: The project is in Congressional District No. 1.

R

April 30, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5020(2)

We are submitting program data for one TOPICS project, Item No. 94, Project No. T-5020(2), "Illinois Street at Main Street (Newberg) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 4-30-74

CARD 2 — REPORT NUMBER (19) (20): 1 — PROJECT LOCATION *(45 typewriter spaces)* 21 65: City of Newberg — ADT PRESENT: 4,000* — FUTURE (66) (70): 6,800* — YEAR (71) (72): 94 — REGION: 10 — STATE NAME: Oregon — STA CO (2) 4

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 20 62: P.E., Channelization, Sign — NATL. FOREST (63) (65) — FH ROUTE NO. — SUPV AGCY — FA CLASSIF. — UA AREA — EMERG. YR. (72) (73) — PL. AUTH YR (74) (75) — PROJECT NUMBER: PREFIX LETTER(S) 14 23: T- — NUMBER 7: 5020 — SEQ. (2

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS — COUNTY NAME: Yamhill — CODE (1) (16): 071

NAME OF URBAN AREA 17-31: Newberg — ROUTE S NO. T P — FEDERAL-AID: Various (32) — STATE --- (36) (37) — U.S. --- (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(10-13)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		City of Newberg (SR 240, Main St. at Illinois St.--Also citywide)	0.0	2,000	1,560	220	220 (City)
5					ROW							
5					CONST (CODE) Y002 Y008		"Illinois St. at Main St. (Newberg) Section"	0.0	11,000	8,580	1,210	1,210 (City)
							PROJECT TOTALS	0.0	13,000 (16) (23)	10,140 (24) (33)	1,430	1,430 (City)

P.3
Cha
sis
hic
sig
arc
wic

RO
Ac
Pa

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS

*ADT is on SR 240 (FAS 101)

U

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

4-30-74

PROJECT LOCATION (45 typewriter spaces) City of Newberg (20) 21 65	ADT	PRESENT 4,000* (66)	FUTURE 6,800* (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 077 (4) (6)

ITEM NO.: 94 (14) (16)

ROPOSED WORK (35 typewriter annelization, Sign 62	NATL. FOREST (63) (65)	FA ROUTE NO. (66)	SUPV. AGCY.	FA CLASSIF. (70)	UR AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) T- 14 23	NUMBER 5020 7

PROJECT NUMBER: SEQ. NO. (2) 13

T. Projects Only: POST MI. DESIG. (24) (26) 27

COUNTY NAME: Yamhill | CODE: 071 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

AL FUNDS: TOPICS

ROUTE NO.: T S P | FEDERAL-AID: Various (32) | STATE: --- (36) | U.S.: --- (37) (41)

AREA: Newberg

WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE		City of Newberg (SR 240, Main St. at Illinois St.--Also citywide)	0.0	2,000	1,560	220	220 (City)	P.E. all phases; Channelization consisting of gr., dr., high-type pave and sign. Install standard stop signs citywide where necessary.
	ROW								ROW-60' normal; Access control-none; Parking restrictions-none.
	CONST (CODE) Y002 Y008		"Illinois St. at Main St. (Newberg) Section"	0.0	11,000	8,580	1,210	1,210 (City)	
			PROJECT TOTALS	0.0	13,000 (16) (23)	10,140 (24) (33)	1,430	1,430 (City)	

REPARED BY

REMARKS

PROGRAM APPROVAL DATES

*ADT is on SR 240 (FAS 101)

-OVER-

USCOMM DUSCOMM-DC 48008-P61

ILLINOIS ST. AT MAIN ST. (NEWBERG) SECTION

PROJECT NO. T-5020(2)

Existing Facilities: Intersection formed by the two following streets:

Illinois St.: West of Main (FAS 101) - - - 40' AC surfaced roadway, 2 lanes with sidewalks on both sides.
East of Main - - - - - - - - - 42' curbed section with AC surface, 2 lanes with sidewalks on both sides.

Main St.: South of Illinois (FAS 101) - - - 40' AC surfaced section with a curb on the east side only, 2 lanes with sidewalks on both sides.
North of Illinois - - - - - - - - - 36' curbed section with AC surface, 2 lanes with sidewalk on west side only.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Channelization of the preceding described intersection which work consists of grade, drain, high-type surface and installation of signs and pavement markings.
3. Install standard stop signs citywide, where necessary, on streets and roads at intersections of Federal-aid Primary, Secondary and Primary Type II systems.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Sportsman Air Park lies adjacent to the southeast city limits, but the proposed work will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 Cle
review and comments under working agreements dated April 28, 197
October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6
of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state a
covering maintenance obligations will be prepared to comply wit
graph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, t
authority to control the use by utilities of the right-of-way o
project. A state-city agreement is being prepared to comply wit
graph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - $1,0
PS & E Prep- 1,0
Total $2,0

b. 5% of project is on FA Primary System.
75% of project is on FA Secondary System.
20% of project is on FAP Type II System.

NOTE: The project is in Congressional District No. 1.

ILLINOIS ST. AT MAIN ST. (NEWBERG) SECTION

PROJECT NO. T-5020(2)

ties: Intersection formed by the two following streets:

t.: West of Main (FAS 101) - - - 40' AC surfaced roadway, 2 lanes with sidewalks on both sides.
East of Main - - - - - - - - 42' curbed section with AC surface, 2 lanes with sidewalks on both sides.
South of Illinois (FAS 101) - - - 40' AC surfaced section with a curb on the east side only, 2 lanes with sidewalks on both sides.
North of Illinois - - - - - - - - 36' curbed section with AC surface, 2 lanes with sidewalk on west side only.

The proposed project consists of the following:

ases of preliminary engineering.
elization of the preceding described intersection which work con-
of grade, drain, high-type surface and installation of signs and
ent markings.
ll standard stop signs citywide, where necessary, on streets and
at intersections of Federal-aid Primary, Secondary and Primary
II systems.

ght-of-Way: None required.

sistance Payments: None involved as additional right-of-way is

Railroads, Airports, Water Developments, Historical and
reas: None involved.

an Air Park lies adjacent to the southeast city limits, but the
will not cause any conflict with the operation of the airport.

irements: Environmental statement will be submitted in compliance
irements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - - - - - - - -	$1,000
PS & E Prep- - - - - - - - - - - - - - - - - -	1,000
Total	$2,000

b. 5% of project is on FA Primary System.
75% of project is on FA Secondary System.
20% of project is on FAP Type II System.

NOTE: The project is in Congressional District No. 1.

9/26

R

April 8, 1974

City of Newberg
City Hall
Newberg, OR 97132

Attention: M. C. Gilbert
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7228

Gentlemen:

Attached for your files is a fully executed copy of a TOPICS agreement covering improvement at the intersection of Main and Illinois Streets on the Yamhill-Newberg Highway.

We have retained a fully executed copy for the Transportation Commission's records.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Main & Illinois Streets (Newberg)

Date 4/5, 1974

Highway Yamhill-Newberg ~~FAS 101~~ 151

Authorization No. 1

County Yamhill

Survey Prefix 36-0604 (Assigned by Salem office)

Description of termini, route, length, etc.: Revise Intersection of Main & Illinois Streets to provide improved continuity of flow for the Yamhill-Newberg highway portion. Revision to approximate the picture shown on the attached drawing.

Purpose of survey: Prepare plans, specifications and cost estimate to revise intersection.

Estimate of cost:

Field:	(901)	$500.00
Final Design:	(905)	300
~~Preliminary Design:~~	~~(907)~~	
Soils:	(910)	200
Signing:	(911)	200
~~Utilities:~~	~~(914)~~	
Specifications:	(921)	250

T-5020(2)

TOPICS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,450
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Loren A. Weber, Field Engineer

Recommended for Approval: Harold Wenner, Regional Engineer

Recommended for Approval: Victor D. Wolfe, Location Engineer

Approved: E S Hunter, Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-2-74
FED AID Topics STATE
BEN GIFFORD

Form FHWA 121 (Rev. 5-73)

[illegible]

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 28, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project T-5020(-)
Proposed TOPICS Project
City of Newberg

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

Your letter of March 12, 1974 furnished additional information requested in our letter of February 22, 1974.

Based on the supporting information, the City of Newberg's strong desire for the improvement, and your recommendation, we concur in the proposed project.

G. K. Hossner
for G. L. Green

4-1-74
Copy to Rulien
Cof
Fredrickson

RECEIVED
STATE HWY ENGR
MAR 29 '74
REFER TO
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FOR

Info	Inves	R/D	P/R	Sign	Act	File
					✓	

NOTED
E. S. HUNTER

RECEIVED
APR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

March 20, 1974

file with Sec of State

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500. ✓

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street.

The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head ✓
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Ruleen
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Projects

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	$ 64,000	$ 34,000	$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "L" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton Street	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois Street	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	$232,000	$157,000	$32,500

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
~~Proposed~~ Projects: 3/27/74	---	157,000	157,000
Unprogramed Balance	---	$291,000	$ 291,000

copy in minutes

74-c
3/18/74

CITY OF NEWBERG
PROPOSED TOPICS PROJECT

Illinois Street @ Main Street (Yamhill-Newberg Highway, FAS 101) (Newberg) Section.

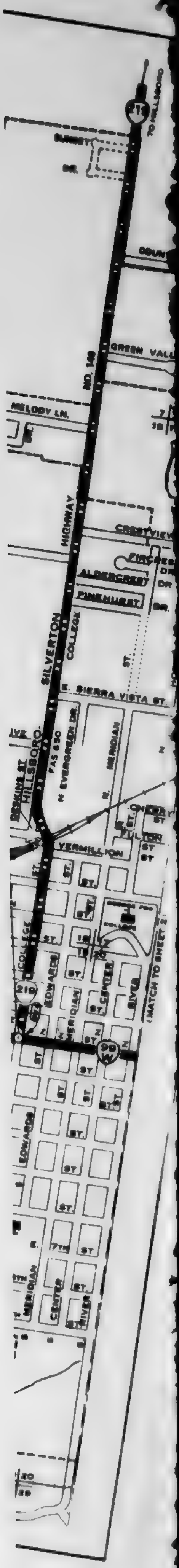
Intersection improvement and citywide sign upgrading, $13,000.

Reconstruct west and south approaches to right angle intersection of Illinois Street and Main Street into large radius curve to provide route continuity. Realign north and east approaches to provide traffic control to highway.

Upgrade stop signs on a citywide basis as needed to provide standard sign control.

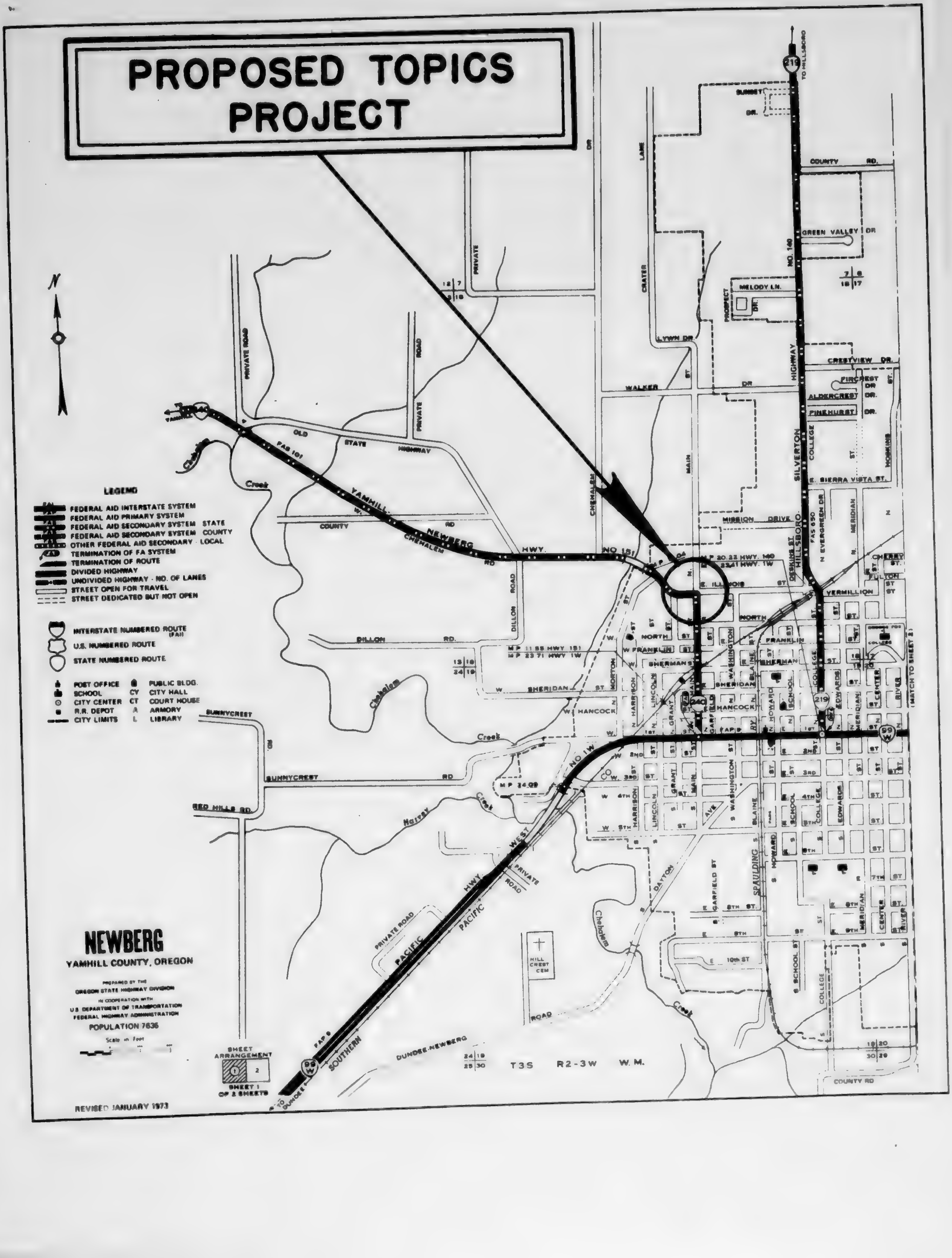
A public hearing will not be required.

This project is exempt from District 3 and State Clearinghouse review per working agreements dated October 15, 1970 and April 28, 1970 respectively.



74-c
3/18/74

PROPOSED TOPICS PROJECT



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March 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

10-41-82
SUBJECT Proposed TOPICS Project
City of Newberg

The City of Newberg has requested a TOPICS project for city-wide sign upgrading and improvement of the intersection of Main and Illinois Streets (Yamhill-Newberg Highway, FAS 101).

At the present time the right-angle geometrics of this intersection have caused the City to give preferential treatment to through north-south traffic on Main Street. There are approximately three times as many vehicles traveling east-west on Illinois Street, which are now required to stop for the smaller volume of through traffic.

The project as proposed would provide route continuity for the major traffic movement which, in turn, would increase the capacity, safety and efficiency of this intersection.

This project is within the range of available funds, and we will recommend approval to our Transportation Commission. May we have your concurrence.

LWR:dg

F.B Klaboe
cc ~~Richard Bladorn~~ N.S. Cof
E. S. Hunter

Form FHWA 121 (Rev. 5-73)

7

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 22, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project T-5020(-)
Proposed TOPICS Projects
City of Newberg

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Cox

We have reviewed the proposed TOPICS project for the city of Newberg. This project is low on the priority list as submitted by the City as prepared by the consultant.

The purpose of the TOPICS program is to provide for increased capacity and establish a safer and more efficient facility. In our review of the submission we cannot find any reference to a safety problem or to the lack of an efficient operation. If the City wished to proceed with this project, we recommend these items be evaluated in order to determine the eligibility of the proposal.

The second item for upgrading stop signs is an eligible item for the TOPICS program. It is, however, such a small project we would recommend it be incorporated into another project or delayed until some other funded program is developed.

for G. K. [illegible]
Vernon V. Cusack

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COUNTY & CITY SECTION
MAR 6 - 1974
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STATE HWY ENGR
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FOR
Info ☐ [illegible] ☐ R/D ✓ D/R ☐ Sign ☐ Act ✓ File ☐

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CITY OF NEWBERG

414 EAST FIRST STREET
TELEPHONE 538-9421
NEWBERG, OREGON 97132

February 11, 1974

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Salem, Oregon 97310

RE: TOPICS projects

Dear Mr. Bladorn:

Herewith please find certified copy or resolution numbers 74-507 and Topics Project Request for funds in amount of $3,102.00 for upgrading signs in the City of Newberg.

We also enclose a certified copy of resolution number 74-508, to appropriate funds for improving the intersection at Main and Illinois Streets in the City of Newberg. Topics Project Request forms will follow within a few days.

Sincerely,

M. C. Gilbert
Finance Officer

MCG:pd

cc George Hall
Technical Supervisor

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COUNTY & CITY SECTION
FEB 12 1974
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CERTIFICATION

STATE OF OREGON)
COUNTY OF YAMHILL) ss
City of Newberg)

I, M. C. GILBERT, the duly appointed and acting Recorder of the City of Newberg, Yamhill County, State of Oregon, do hereby certify that the foregoing Resolution NO. 74-507 of the City of Newberg, is a true and correct copy of the said Resolution and the whole thereof, and the same appears of record in my possession and control in the records and files of the said City of Newberg, Oregon.

DATED at Newberg, Oregon this 7th day of February, 1974.

M C Gilbert
City Recorder

RESOLUTION NO. 74-507

WHEREAS, the Public Works Committee of the City of Newberg, after consideration and review of recommended projects of the TOPICS plan for the City of Newberg, does recommend a program be implemented to replace non uniform traffic sign in accordance with the standards and schedules prescribed by the Oregon Highway Division and the Federal Highway Administration; and

WHEREAS, approximately $14,000.00 of TOPICS funds remain to be disbursed for projects in the areawide plan for the City of Newberg, and all or part of said funds must be appropriated by March 1, 1974

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon, as follows; to-wit:

1. A TOPICS project request shall be made for funding in amount of $3,102.00 to upgrade and replace non uniform signs on all streets within the City of Newberg included in the Federal Aid Primary, Type II System of the U. S. Department of Transportation, Federal Highway Administration.

2. The said TOPICS project will be developed and financed on basis of the Federal Highway Administration paying 60%, State of Oregon 20%, and the City of Newberg 20%.

3. That the estimated total cost of completing the said project to the City of Newberg is approximately $625.00.

4. That in accordance with said request, the Mayor and Finance Officer of the City of Newberg be, and they are authorized to enter into an agreement with the United States Department of Transportation and the Oregon State Highway Commission to complete said project.

ADOPTED by the City Council this 5th day of Feburary, 1974.

M. C. Gilbert - Finance Officer

Attest:

Jack C. Nulsen, Jr. - Mayor

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COUNTY & CITY SEC

While the improvements proposed for the described one-way couplet could fall into the category of TOPICS, it has been proposed that the improvements be accomplished with other funds and, therefore, plans and cost estimates have not been included herein.

The projects and recommended improvements that follow have been designed to facilitate and improve traffic flow and safety at locations which are considered as actual or potential problems subsequent to the alleviation of the problems presently existing along First Street and OR99W.

PROJECT 1 - Upgrading Signing Areawide

Traffic control devices improve safety particularly when they are used and applied uniformly. Misuse or misapplication of traffic control devices can increase the hazard for motorists and pedestrians. There is a general need to upgrade traffic control devices throughout the Urban Area to meet the criteria and standards for uniformity as prescribed in the Manual on Uniform Traffic Control Devices.[14] The primary emphasis of the recommendations included in Project 1 is on upgrading signing and pavement markings along the arterial systems but should be applied to all conditions where traffic control devices are required. This recommendation does not imply that all existing signs and marking need replacing, but it does mean that a replacement program should be established, in accordance with the standards and schedules prescribed by the Oregon Highway Division and the Federal Highway Administration, that would replace non-uniform signing or signing that has deteriorated and lost its effectiveness.

All traffic control devices throughout the area should be inventoried as to type, location and condition; some form of ready identification established, and a replacement schedule should be programmed. It is estimated that the costs for upgrading the traffic control devices along the arterial system would be approximately $10,000. This cost does not include the costs for replacing existing traffic signals and signing along First Street (OR 99W) because it is assumed that these costs will be included in the costs for the one-way couplet improvements. The replacement program should be scheduled over a period not to exceed five years. Essentially, this cost will cover most existing traffic control devices in the Urban Area because they are generally concentrated along the existing arterials.

---

[14] Manual on Uniform Traffic Control Devices for Streets and Highways, U. S. Department of Transportation, Federal Highway Administration, 1971.

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date January ~~23~~ 22, 1974

Name of City City of Newberg

Major Street Name Numerous Streets involved

Section Name

Location of Project (Attach sketch map) Length NA

On Which System? Primary I ______ Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? yes Date PLAN approved: by FHWA 4/19/73; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? NA (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain This project involves only those streets within the City that are not state highways

General description of proposed project: Upgrade all stop signs to conform to "Manual on Uniform Traffic Control Devices" standards

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: [illegible]

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

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[illegible] 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ___
____
____
If so, by cable or leased telephone line? ______________

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: ______________________________

7. Present Signalization: ______________________________
____

8. Other Remarks: ______________________________
____
____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: N/A ______________________________
____
____

2. Type: a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______ d. IV ______
b. II ______ e. V ______
c. III ______

Footnotes:

4. **Luminaire Wattage:**
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
    b. 240 ______
    c. 480 ______
    d. Series ______

11. Type of Wiring: a. Overhead ______
    b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

4. Luminaire Wattage:
a. 175 ______ d. 700 ______
b. 250 ______ e. 1000 ______
c. 400 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
a. 30 ft. ______ c. 45 ft. ______
b. 40 ft. ______ d. 50 ft. ______

9. Pole Type: a. Wood ______
b. Steel ______
c. Aluminum ______

10. Operating Voltage: a. 120 ______ c. 480 ______
b. 240 ______ d. Series ______

11. Type of Wiring: a. Overhead ______
b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: NONE ____________________

2. Desired Work: ____________________

3. Typical Cross Section: ____________________

4. Curbs? ______ If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) __________
   b. Exposure __________ inches
   c. Width between curbs __________ ft.
   d. Desired curb radius __________ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ____________________

7. Traffic Control Signing:
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location: ____________________

Footnotes:

T-1-69
(rev. 12-70)

IV. STRUCTURE DATA:

1. Location: NONE ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: __________

5. Desired Roadway Width of Structure: __________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: ______________________________

8. Can street be closed during construction? __________

9. Detour:
a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections:
a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type __________ Width __________ ft.
d. Shoulders: Type __________ Width __________ ft.

11. Existing Structure:
a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay [illegible] of salvage value of structure.)

Footnotes:

T-1-69
(rev. 12-70)

12. Is riprap or rock blanket required? ______________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ________
       Owner: ______________________
    b. Sanitary Sewer Mains: ______ Size: ________
       Owner: ______________________
    c. Storm Sewer: ______ Size: ________
       Owner: ______________________
    d. Gas Mains: ______ Size: ________
       Owner: ______________________
    e. Power Lines: ______
       Owner: ______________________
    f. Telephone Lines: ______
       Owner: ______________________
    g. Other Utilities: ______________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________
    ____

15. Does City wish lightpost bases and conduit installed? ________

16. Are there any unusual or complicating conditions? ________
    Explain: ______________________
    ____

17. Describe Existing Structure: ______________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 34' ft.
   a. Maximum: 24 ft.
   b. Minimum: 40 ft.

2. Will additional right-of-way be needed? No Explain: Signs to be place in existing right - of - way.

3. Shall State prepare right-of-way descriptions? NA

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: Project involves replacing existing signs only

7. Are there any utilities on private property by easements or other arrangements? NA List owner, type, and location: NA

8. Are utilities on existing right-of-way by: Permit NA or Franchise NA (Attach list of utilities, owner, type and location within project limits.)

9. Are there any Irrigation facilities? No Name of Owner -- ------, and dates between which water can be turned off:
   From ----- To ------ Location: -----

10. Are there any railroad crossings? NA Location: NA

Footnotes:

T-1-69
(rev. 12-70)

a. Name of Railroad NA

b. Number of tracks: Mainline NA Siding _____ Total _____

c. Sight Distance (1.) (Direction) _________ Distance _____ ft.
(2.) (Direction) _________ Distance _____ ft.

d. Number of Trains: (1) Passenger _________ Speed _________ mph
(2) Freight _________ Speed _________ mph

e. Angle of Intersection: _________

f. Type of Existing Crossing: (1.) Grade _________
(2.) Overcrossing _________
(3.) Undercrossing _________

g. Existing Protection: (1.) Advance warning signs _________
(2.) Automatic flasher _________
(3.) Automatic bell _________
(4.) Gates _________
(5.) Stop signs _________
(6.) Crossbucks _________
(7.) Other _________

h. Proposed Type Crossing and Protection: _________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______
(1.) Does City wish State to prepare P.U.C. hearing data? _______
(2.) Will P.U.C. application be made by? State _______ City _______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _________

VI. FINANCIAL DATA:

1. Available Total TOPICS Funds: $ 14,000.00
(Federal + State + City)

2. Estimated Cost of Requested Project $ 3.102.00

3. Date Match Money is Available: January 1, 1974

4. Will there be any 100% City money? _________
(Non-participation items)

5. Maximum Amount of 100% City Money: $ 625.00 - In Kind Costs

---

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:**
For the City of Newberg - Completed in October 1972 and adopted by the City of Newberg December 4, 1972. Approved by Yamhill County Board of Commissioners February 14, 1973
Approved by FHWA April 19, 1973

2. **Existing Conditions Necessitating This Proposed TOPICS Project:**
Stop signs and standards involved in this project are either non-standard or in sub-standard condition.

3. **This Project Would Accomplish the Following:** Provide standard sign control throughtout the City. This project would also bring the City in compliance with "U. S. Department of Transportation Policy and Procedure Memorandum" 21-15 of February 8, 1973 Paragraph 7b page 8 which suggests that standard signs should be in place before December 31, 1974

This application is not complete unless a sketch map showing the location of the project is attached.

The Newberg City Council on the 5th day of February, 19 74, adopted Resolution No. ________ ~~or Ordinance~~ No. 74-508, as the case may be, requesting this TOPICS project.

By M C Gilbert
M. C. Gilbert Finance Officer
By ______________________

T-1-69
(rev. 12-70)

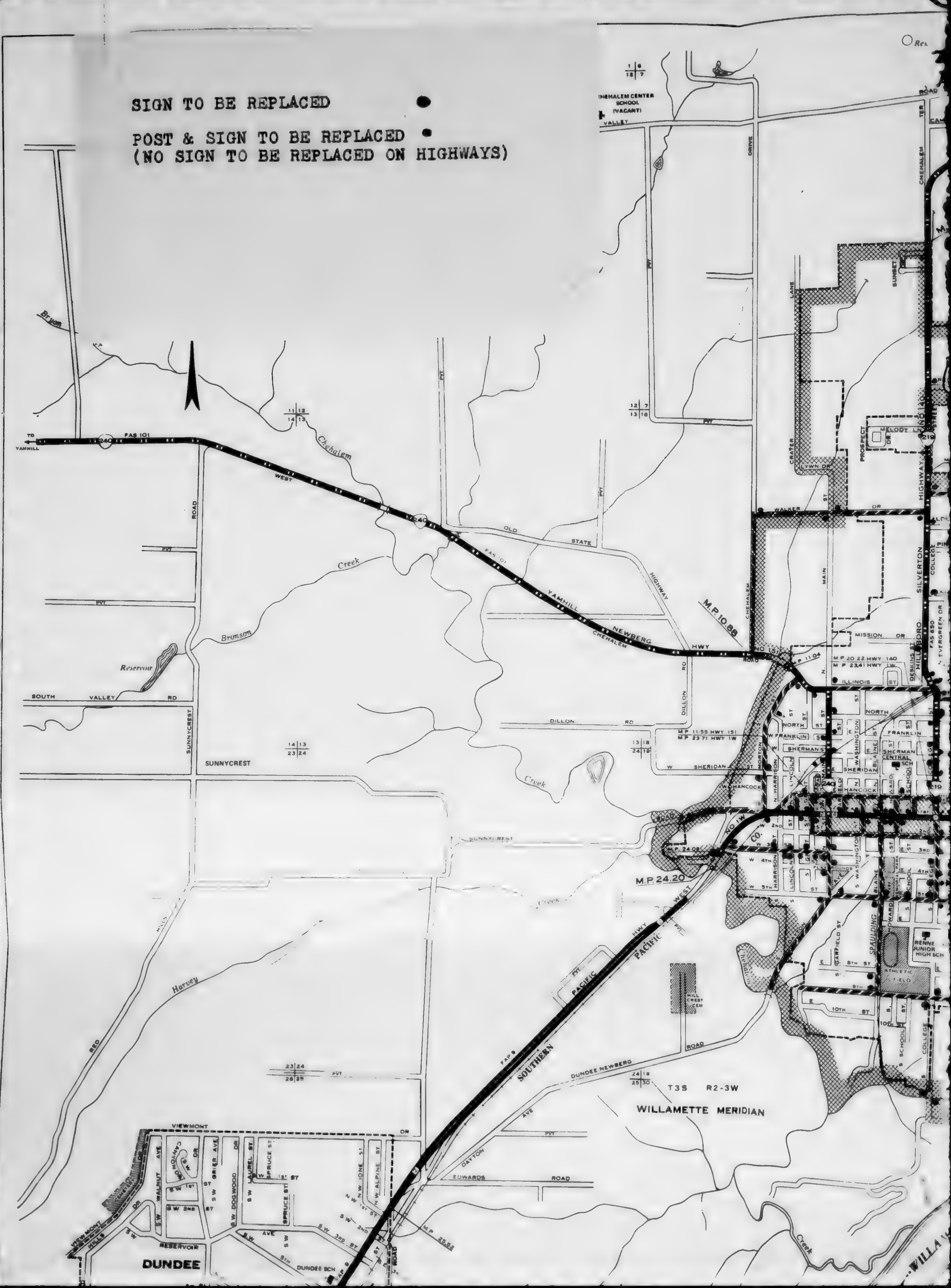
CITY OF NEWBERG

ENGINEERING DEPARTMENT

January 22, 1974

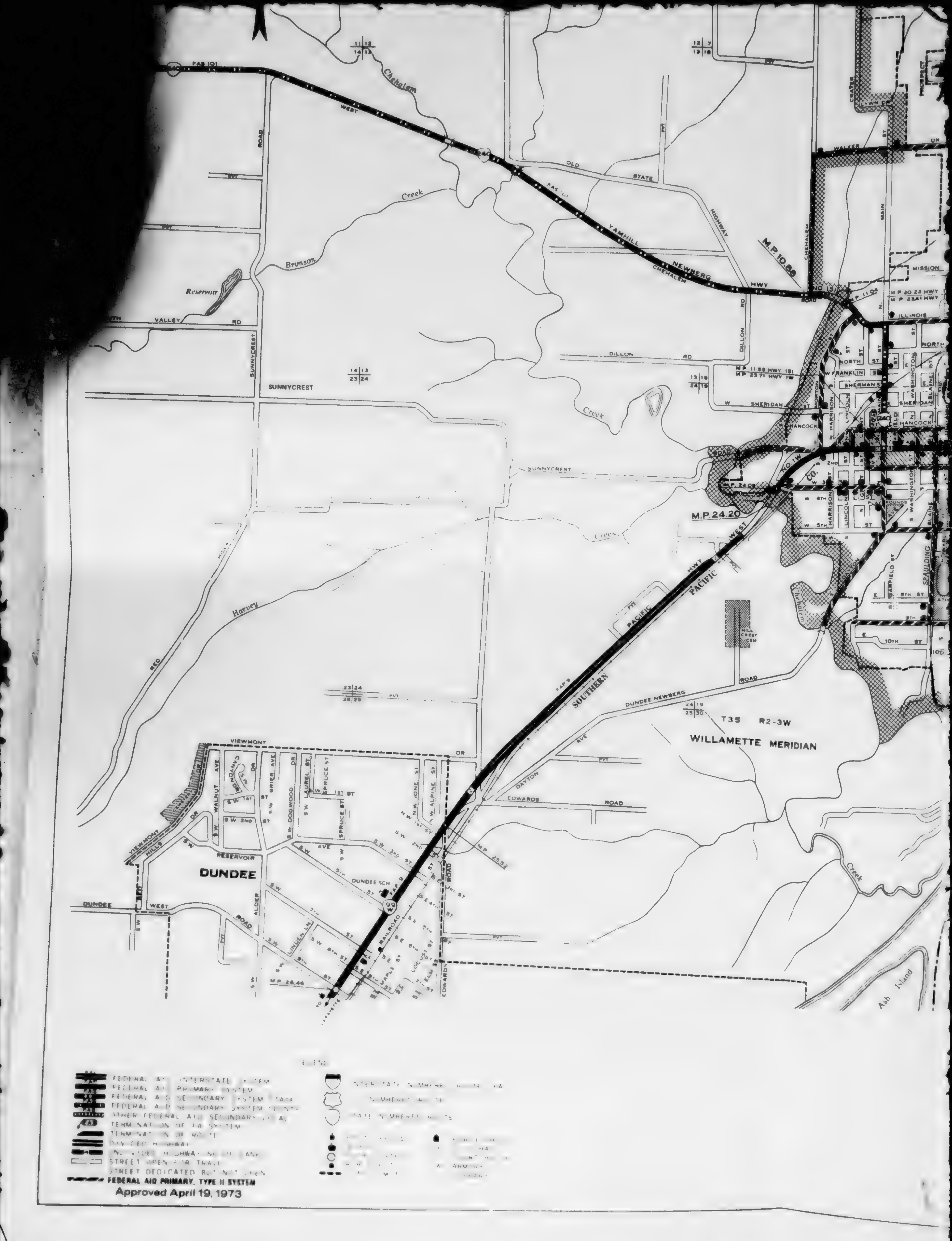
Cost breakdown on TOPICS PROJECT REQUEST to Standardize Stop Signs in the City of Newberg

ITEM	QUANTITY	COST/UNIT	TOTAL
Reflectorized Stop Sign	87 each	$22.00	$1914.00
11' Posts	28 each	4.90	137.20
Labor	200 hrs.	5.25/hr.	1,050.00
		TOTAL	$3,101.00



SIGN TO BE REPLACED ●

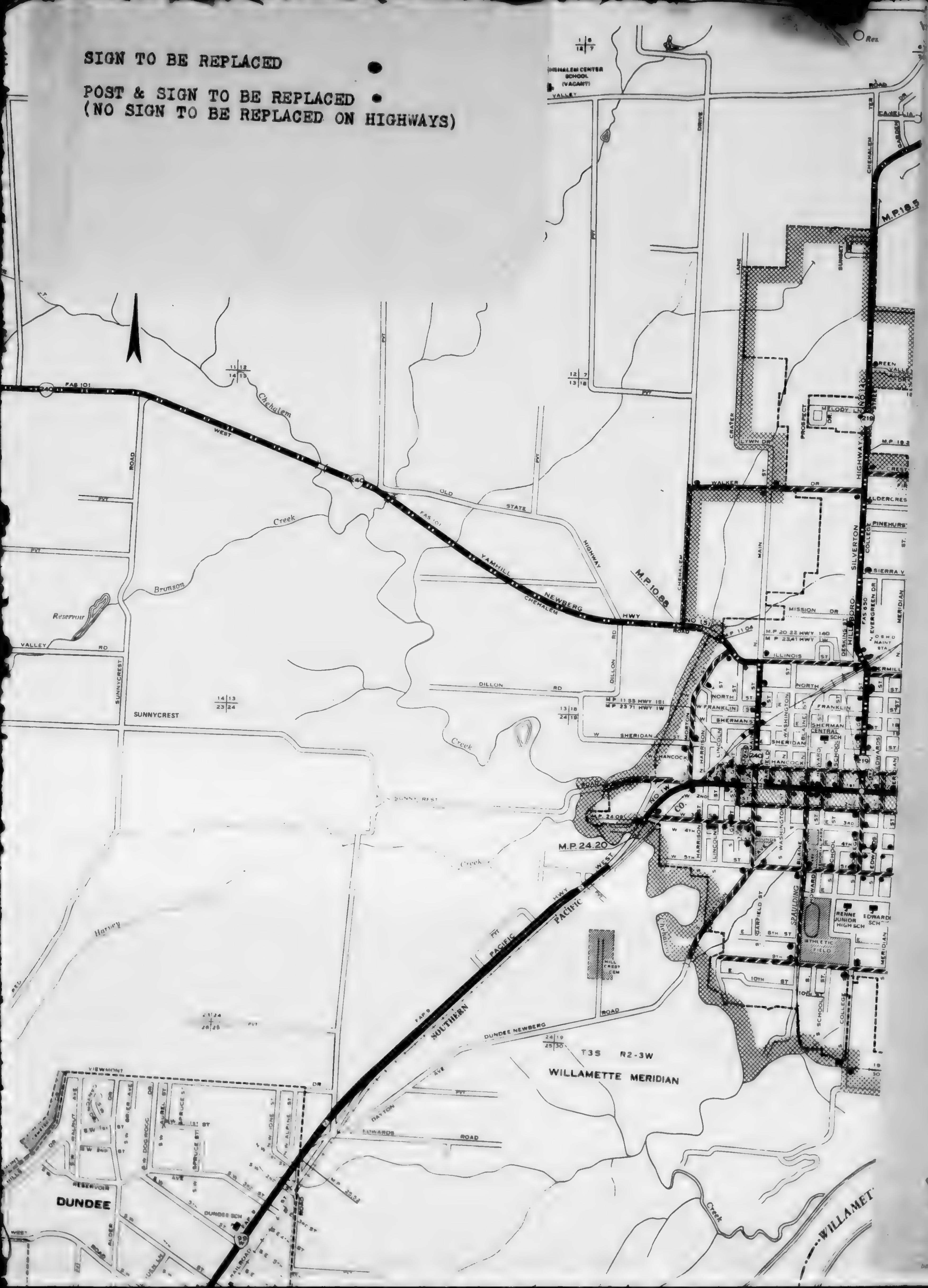
POST & SIGN TO BE REPLACED •
(NO SIGN TO BE REPLACED ON HIGHWAYS)

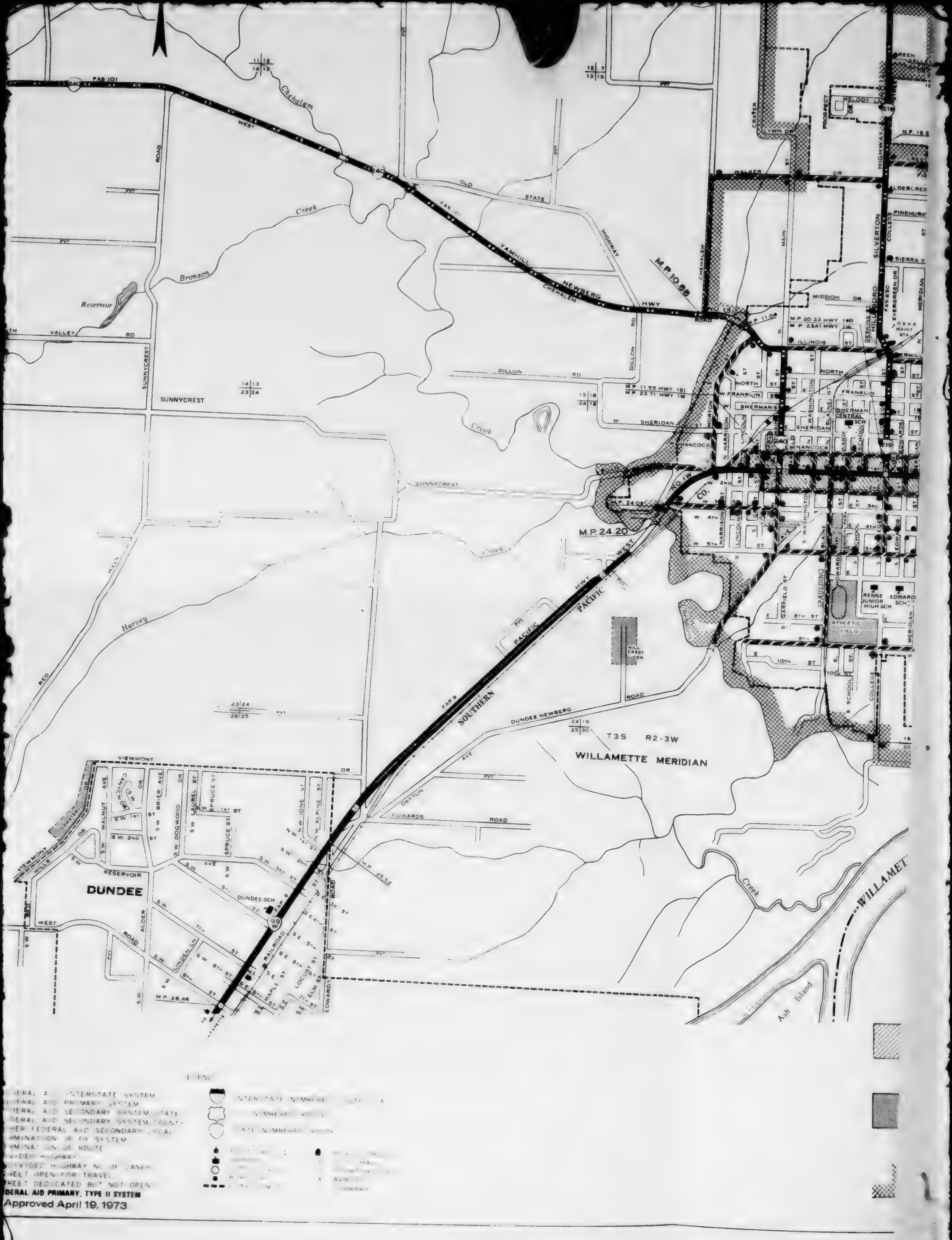


Approved April 19, 1973

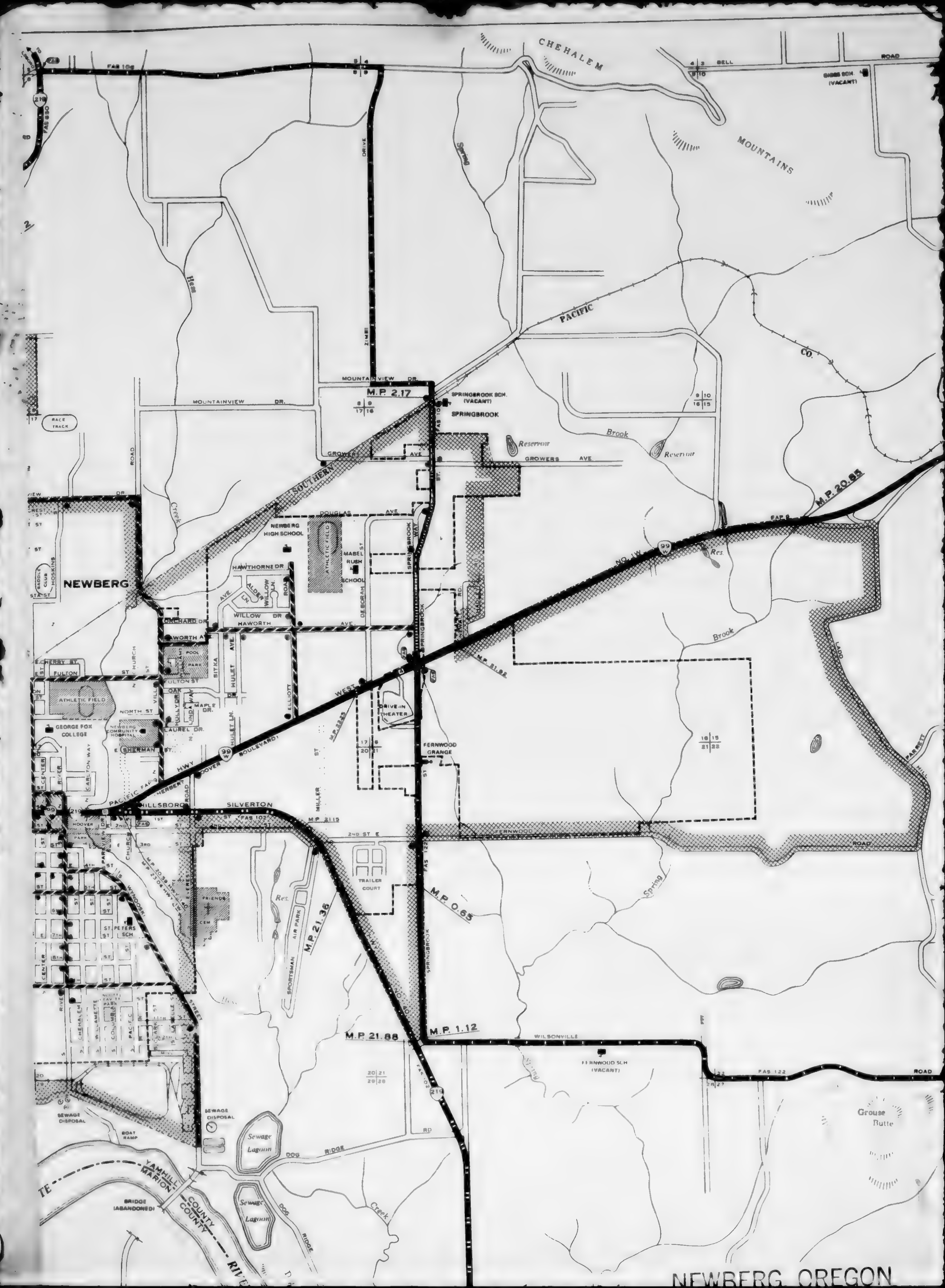
SIGN TO BE REPLACED ●

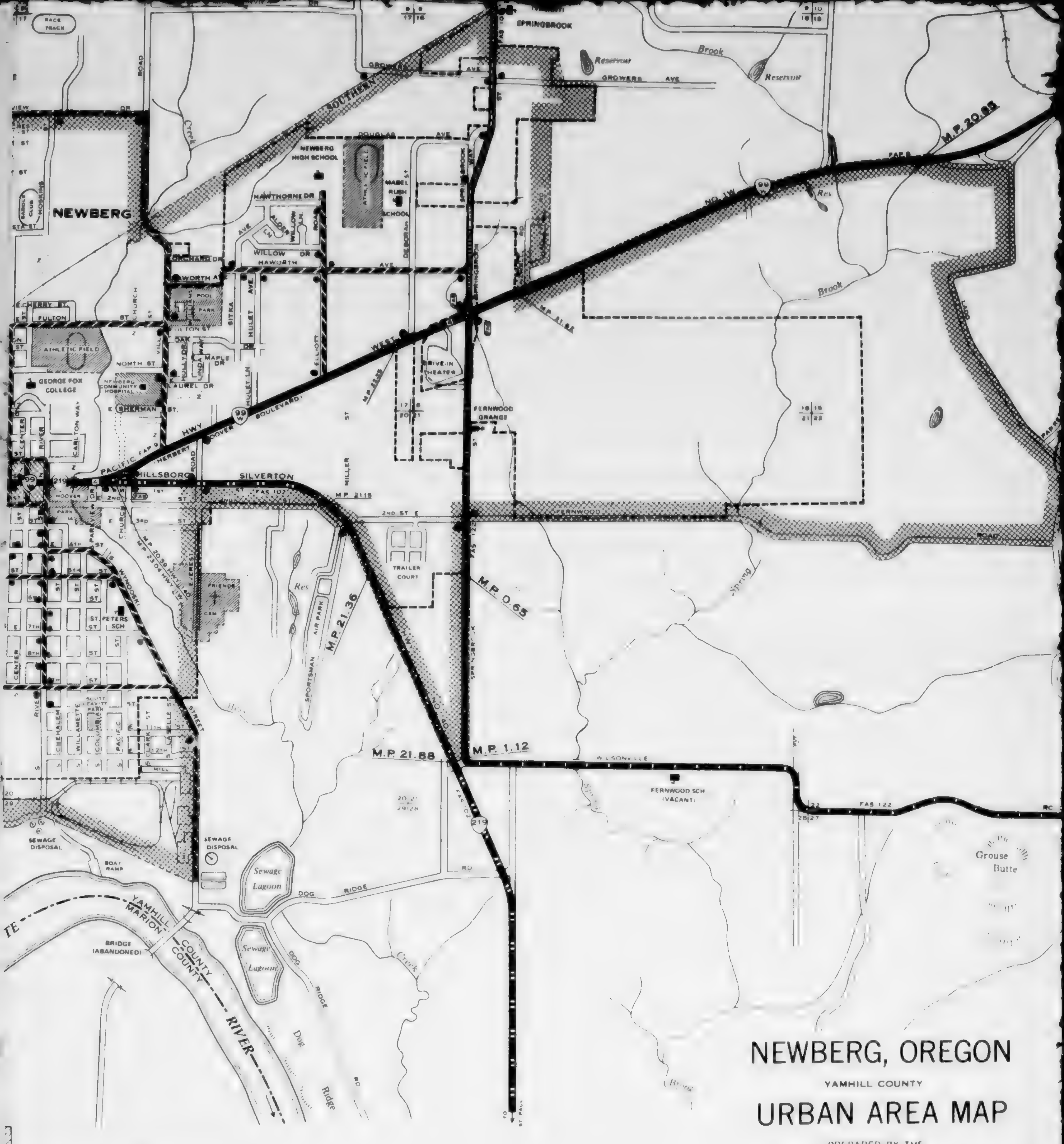
POST & SIGN TO BE REPLACED ●
(NO SIGN TO BE REPLACED ON HIGHWAYS)





Approved April 19, 1973


CHEHALEM
MOUNTAINS
BELL ROAD
SIDES SCH (VACANT)
FAS 106
FAS 630
219
Spring
Hess
Creek
PACIFIC
CO.
SOUTHERN
MOUNTAINVIEW DR.
M.P. 2.17
SPRINGBROOK SCH. (VACANT)
SPRINGBROOK
Reservoir
Brook
GROWERS AVE
RACE TRACK
ROAD
M.P. 20.85
FAS 8
99W
NO. 1W.
Res.
NEWBERG
SADDLE CLUB
HOSKINS
NEWBERG HIGH SCHOOL
ATHLETIC FIELD
MABEL RUSH SCHOOL
DOUGLAS AVE
HAWTHORNE DR
ALDER
WILLOW LN.
WILLOW DR
HAWORTH AVE.
DEBORAH RD
SPRINGBROOK WAY
ORCHARD DR
CHERRY ST
FULTON ST
POOL
PARK
SITKA
HULET AVE.
ELLIOTT
OAK
HOLLY DR.
LINDA WAY
MAPLE DR.
LAUREL DR.
NORTH ST
ATHLETIC FIELD
GEORGE FOX COLLEGE
NEWBERG COMMUNITY HOSPITAL
SHERMAN
CARLTON WAY
CENTER
RIVER
M.P. 21.92
WEST
DRIVE-IN THEATER
FERNWOOD GRANGE
HWY
DOVER
BOULEVARD
PACIFIC
HERBERT
HILLSBORO
SILVERTON
FAS 102
M.P. 21.15
1ST
2ND ST E
HOOVER
CHURCH
3RD
FERNWOOD ROAD
LADD
PARRETT
TRAILER COURT
FRIENDS CEM
ST. PETERS SCH
Res.
AIR PARK
SPORTSMAN
M.P. 21.36
M.P. 0.65
Spring
SPRINGBROOK
FAS 122
M.P. 21.88
M.P. 1.12
WILSONVILLE
FERNWOOD SCH (VACANT)
FAS 122 ROAD
Grouse Butte
CHEHALEM
WILLAMETTE
COLUMBIA
PACIFIC
SEWAGE DISPOSAL
SEWAGE DISPOSAL
BOAT RAMP
Sewage Lagoon
Sewage Lagoon
DOG RIDGE RD
YAMHILL
MARION
COUNTY
COUNTY
BRIDGE (ABANDONED)
Creek
DOG RIDGE
RIVER
NEWBERG, OREGON



NEWBERG, OREGON

YAMHILL COUNTY

URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

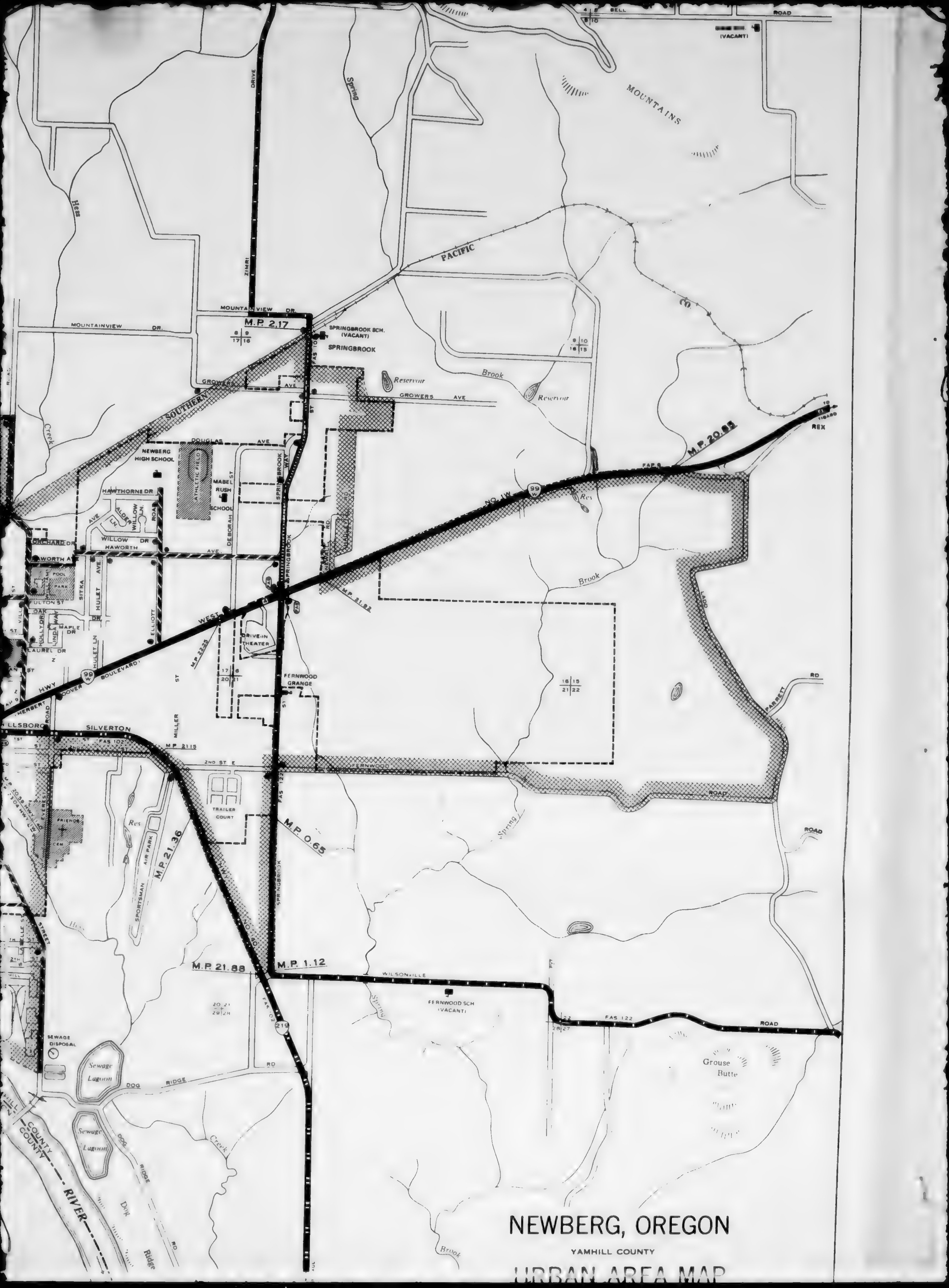
U S DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
Revised May 1973
December 1970

▨ CENTRAL BUSINESS DISTRICT

▨ PUBLIC AREAS

▨ URBAN AREA BOUNDARY
Approved June 4, 1973

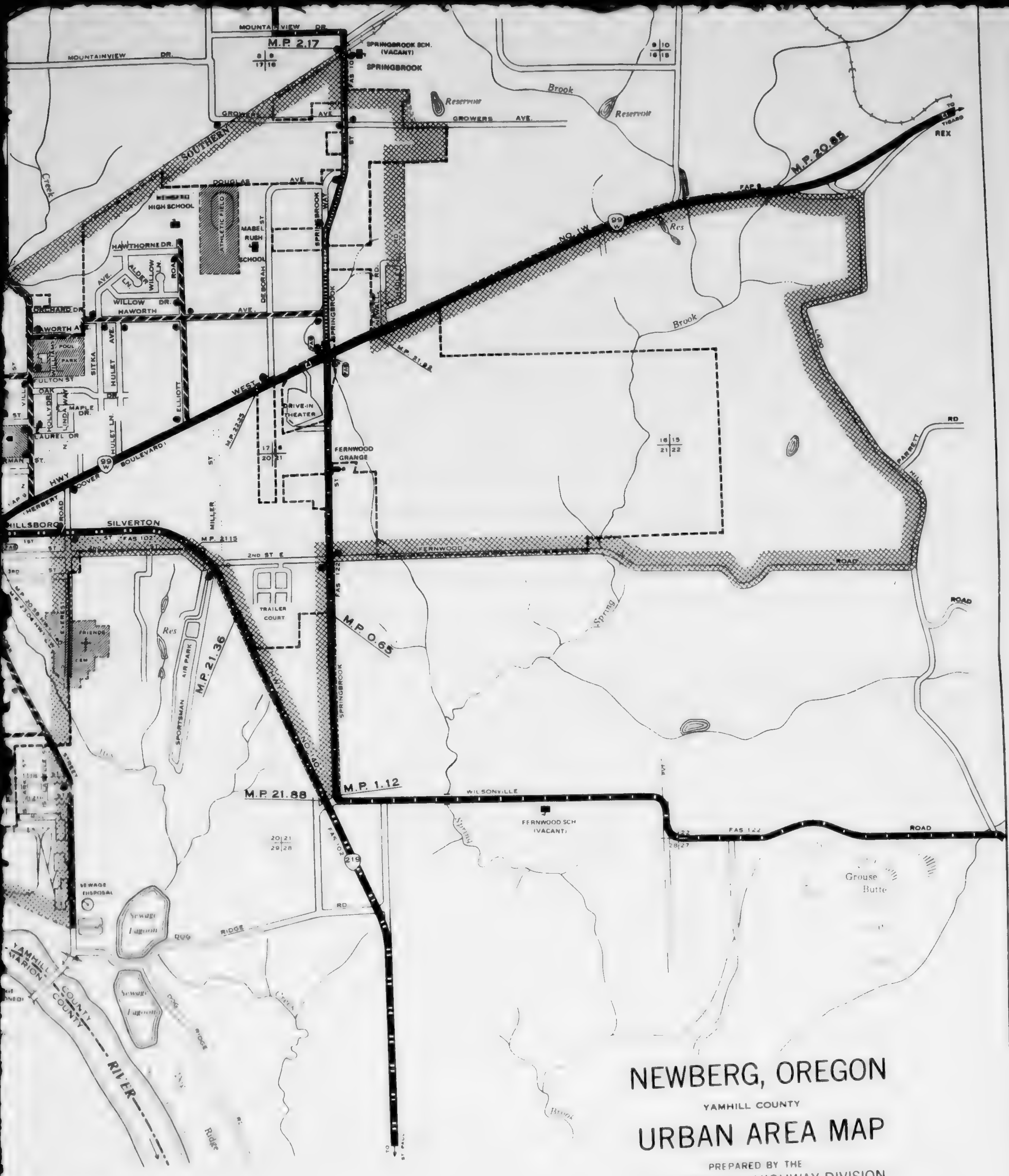
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon 97310



NEWBERG, OREGON

YAMHILL COUNTY

URBAN AREA MAP



NEWBERG, OREGON

YAMHILL COUNTY

URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised May 1973
December 1970

USINESS DISTRICT

AS

A BOUNDARY
une 4, 1973
able at nominal cost from
on, Salem, Oregon 97310

CERTIFICATION

STATE OF OREGON)
COUNTY OF YAMHILL) ss
City of Newberg)

I, M. C. GILBERT, the duly appointed and acting Recorder of the City of Newberg, Yamhill County, State of Oregon, do hereby certify that the foregoing Resolution NO. 74-508 of the City of Newberg, is a true and correct copy of the said Resolution and the whole thereof, and the same appears of record in my possession and control in the records and files of the said City of Newberg, Oregon.

DATED at Newberg, Oregon this 7th day of February, 1974.

MC Gilbert
City Recorder

No. 74-508

RESOLUTION NO.

WHEREAS, the Public Works Committee of the City of Newberg, after consideration and review of recommended projects of the TOPICS plan for the City of Newberg, does recommend the improvement of the intersection at Main and Illinois Streets in the City of Newberg, Oregon.

WHEREAS, approximately $14,000.00 of TOPICS funds remain to be disbursed for projects in the areawide plan for the City of Newberg, and all or part of said funds must be appropriated by March 1, 1974

NOW, THEREFORE, BE IT RESOLVED By the Council of the City of Newberg, Oregon, as follows: to-wit:

1. A TOPICS project request shall be made for funding in amount of $10,000.00 to improve the intersection at Main and Illinois Streets.

2. The said TOPICS project will be developed and financed on basis of the Federal Highway Administration paying 60%, State of Oregon 20%, and the City of Newberg 20%.

3. That the estimated total cost of completing the said project to the City of Newberg is approximately $2,000.00.

4. That in accordance with said request, the Mayor and Finance Officer of the City of Newberg be, and they are authorized to enter into an agreement with the United States Department of Transportation and the Oregon State Highway Commission to complete said project.

ADOPTED by the City Council this 5th day of February , 1974

M. C. Gilbert - Finance Officer

Attest:

Jack C. Nulsen, Jr. - Mayor

PROJECT 6 Intersectional Improvements at Main and Illinois Streets

One of the main corridors of access to the Urban Area from the northwest is the Yamhill Newberg Highway. Within the City, this highway is routed over Illinois and Main Streets and connects with the Pacific Highway West at the intersection of Main Street with First Street. Traffic volume studies indicate that this routing also carries the majority of vehicles. However, because of the existing street geometrics and traffic control the larger volume of traffic (2000 vehicles per day on Illinois) is stopped for the lesser volume (780 vehicles per day on Main from the north).

The improvements recommended as Project 6 and shown in Figure 10 are designed to provide improved route continuity and to favor the major traffic movement (2700 vehicles per day from south to west and vice versa). The City of Newberg presently owns the vacant property located at the [illegible] corner of the intersection of Illinois with Main. The proposed street improvements could be accomplished and still leave an area (over 5000 square feet) that could be developed. Consideration was given to removing the jogged alignment between East and West Illinois Street but this would not provide the needed improvement for the major traffic movements.

Figure 10 shows the proposed construction of a minimum 120-foot radius curve [illegible] of Illinois and Main Street to [illegible] the curve [illegible]. A 40-foot paving width is shown for the curve [illegible] with Illinois Street and should be constructed [illegible]. Illinois west of Main now has a 42-foot pavement and this should be maintained in conjunction with the new curve. The remaining right-of-way areas lying northeasterly of the new curve should be landscaped to provide an inviting atmosphere [illegible] of the more heavily used [illegible] to the City but all plantings should be maintained at a height less than 30 inches to avoid sight obstructions that would create added hazards.

The total estimated cost of the recommended improvement would be $12,000. Consideration in the project has been given to the reduction in area of the [illegible] property by approximately 3400 square feet which could be valued at approximately $1200, but this cost has not been included in the cost estimate since it is presently in public ownership.

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date **February 12, 1974**

Name of City **City of Newberg**
Major Street Name **State Hwy. 240 (Main & Illinois)**
Section Name ______

Location of Project (Attach sketch map) Length ______
On Which System? Primary I ______ Primary II ______ or Secondary **FAS**

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? **yes** Date PLAN approved: **By County February 14, 1973** by FHWA 4/19/73, or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? **--** (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? **yes**
Explain **Re- allignment of State Highway within City Limits.**

General description of proposed project: **Transform right - angled highway corner into larger radius curve and re - allign approches (see attached sketch)**

RECEIVED
COUNTY & CITY SECTION
FEB 14 1974
☐ ENGR. ☐ COOR. ☐ UPE ☑ CE ☐ RE ☐ RPE ☐ ☐ ☐

Complete Applicable Sections:

N/A I. SIGNALIZATION DATA:

1. Proposed Location: ______

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______
______
______
If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: ______
______

8. Other Remarks: ______
______
______

N/A

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______
______
______

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: State Hwy #240 - M.P. 11.20
City of Newberg intersection of Main and Illinois Streets

2. Desired Work: Re - allign highway and street approaches

3. Typical Cross Section: Forty feet width with curb and sidewalk.
Turning lanes and islands as shown (see attached sketch)

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) standard curb and gutter
b. Exposure 6 inches
c. Width between curbs 40 ft.
d. Desired curb radius 120 ft.

5. Surfacing: A.C. X P.C.C. ___ Oil ___ Other ___

6. Present Typical Cross Section and Surfacing: 40 ft, width
A.C. pavement

7. Traffic Control Signing:
a. By City at City Expense? X
b. By State at City Expense? ___
(NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
a. By City at City Expense? ___
b. By State at City Expense? X
(NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
a. Length 190 ft.
b. Width 4 ft.
c. Type PCC
d. Location: Replace existing along inside radius.
(see attached sketch)

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: **State Hwy #240 - M.P. 11.20**
   City of Newberg intersection of Main and Illinois Streets

2. Desired Work: **Re - allign highway and street approaches**

3. Typical Cross Section: **Forty feet width with curb and sidewalk. Turning lanes and islands as shown (see attached sketch)**

4. Curbs? **yes** If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) **standard curb and gutter**
   b. Exposure **6** inches
   c. Width between curbs **40** ft.
   d. Desired curb radius **120** ft.

5. Surfacing: A.C. **X** P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: **40 ft, width A.C. pavement**

7. Traffic Control Signing:
   a. By City at City Expense? **X**
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? ______
   b. By State at City Expense? **X**
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length **190** ft.
   b. Width **4** ft.
   c. Type **PCC**
   d. Location: **Replace existing along inside radius. (see attached sketch)**

Footnotes:

T-1-69
(rev. 12-70)

N/A IV. **STRUCTURE DATA:**

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________

7. Is a particular type of structure and design desired? ____________
   Explain: ______________________________

8. Can street be closed during construction? ________________

9. Detour: a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections: a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type ____________
    Width ____________ ft.
    d. Shoulders: Type ______________
    Width ______________ ft.

11. Existing Structure: a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ________
    (NOTE: If existing structure salvaged by Contractor for City, City must pay 1[illegible]% of salvage value of structure.)

Footnotes:

(rev. 12-70)
Page 6

12. Is riprap or rock blanket required? ______________________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ______________________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ______________________________
    c. Storm Sewer: ______ Size: __________
       Owner: ______________________________
    d. Gas Mains: ______ Size: __________
       Owner: ______________________________
    e. Power Lines: ______
       Owner: ______________________________
    f. Telephone Lines: ______
       Owner: ______________________________
    g. Other Utilities: ______________________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ______________________________
    ____

17. Describe Existing Structure: ______________________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 60 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? ~~yes~~ NO Explain: Larger radius encroches on corner lot. (see attached sketch) CITY OWNED LOT.

3. Shall State prepare right-of-way descriptions? ~~optional~~ Not needed

4. Is a public hearing necessary? NO
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No (see footnote #1)
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: No recreation facility in this area

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ---

8. Are utilities on existing right-of-way by: Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.) (see attached utilities sketch

9. Are there any irrigation facilities? No Name of Owner --
   ______, and dates between which water can be turned off:
   From -- To -- Location: --

10. Are there any railroad crossings? NO Location: --

Footnotes: #1. Corner lot is owned by the City of Newberg and is vacant.

a. Name of Railroad ------

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance _____ ft.
(2.) (Direction) ________ Distance _____ ft.

d. Number of Trains: (1) Passenger ________ Speed ________ mph
(2) Freight ________ Speed ________ mph

e. Angle of Intersection: ____________

f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ____________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________

VI. FINANCIAL DATA:

1. Available Total TOPICS Funds: $ 14,000.00
(Federal + State + City)

2. Estimated Cost of Requested Project $ 10,000.00

3. Date Match Money is Available: January 1, 1974

4. Will there be any 100% City money? -----
(Non-participation items)

5. Maximum Amount of 100% City Money: $ ________

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status:
   Completed - October 1972
   Adopted by City - 12 - 4 - 72
   Approved Yamhill County Board of Commissioners 2-14-73

2. Existing Conditions Necessitating This Proposed TOPICS Project:
   Large amount of right - angled trun movements (see traffic volumes on attached sketch) reduce the level of service of the intersection and the highway.

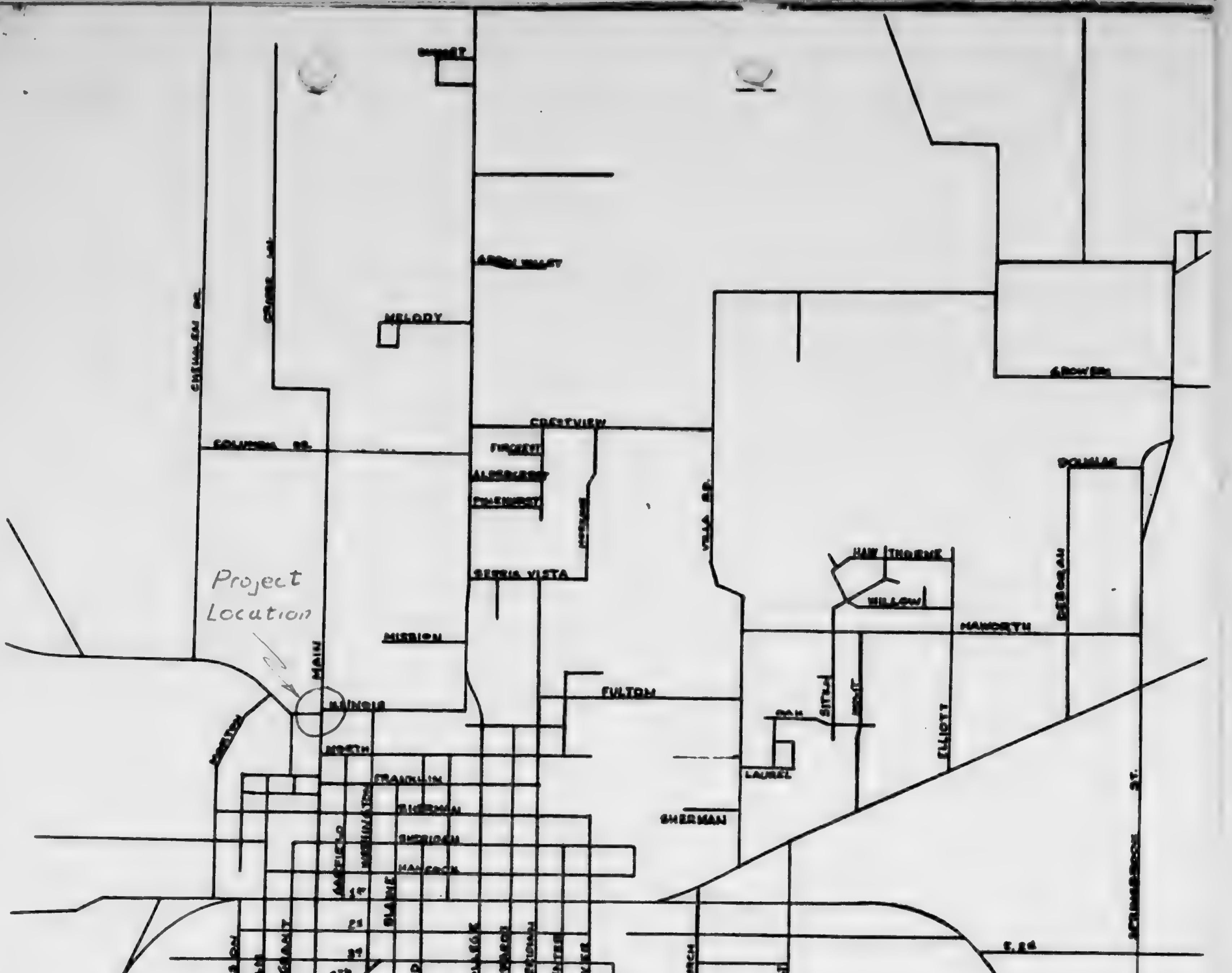
3. This Project Would Accomplish the Following: Provide emphasis on most heavily traveled route and promote safer access from minor streets.

This application is not complete unless a sketch map showing the location of the project is attached.

The Newberg City Council on the 5th day of February, 1974, adopted Resolution No. ---- or Ordinance No. 74 - 508, as the case may be, requesting this TOPICS project.

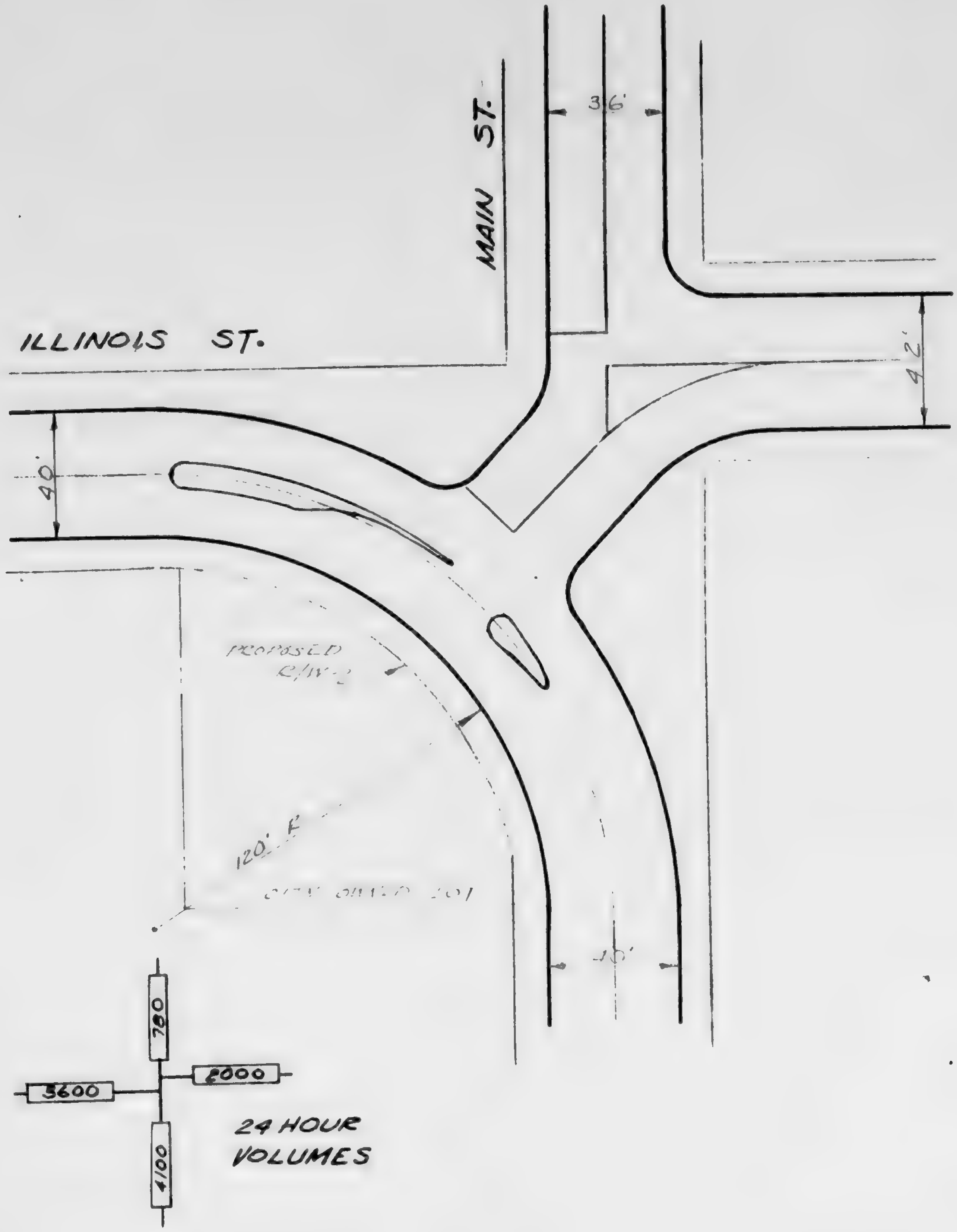
By____________________
Finance Officer

By____________________



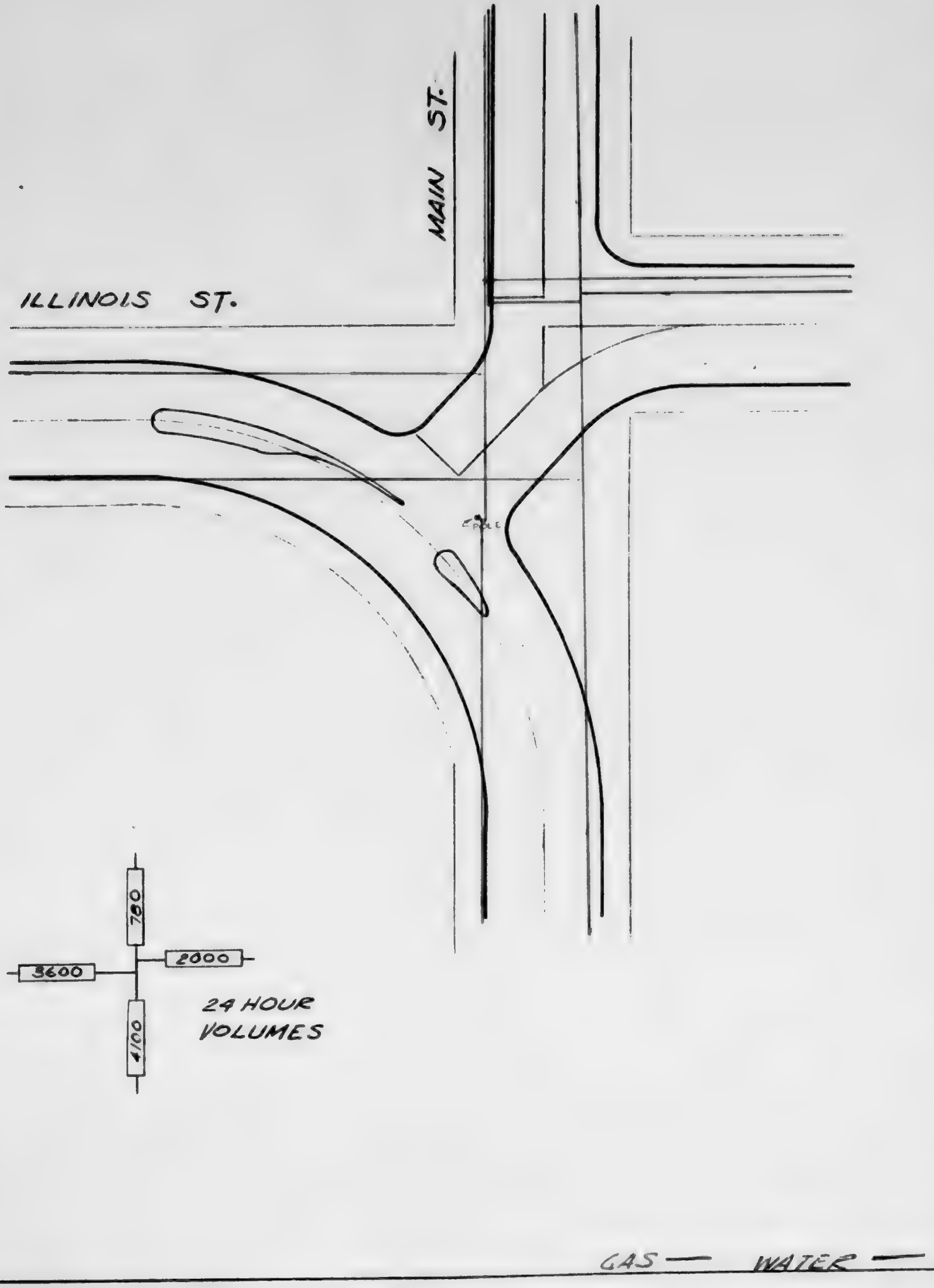
Newberg

SCALE: 1" = 1600'



MAIN AND ILLINOIS

FIG. 10

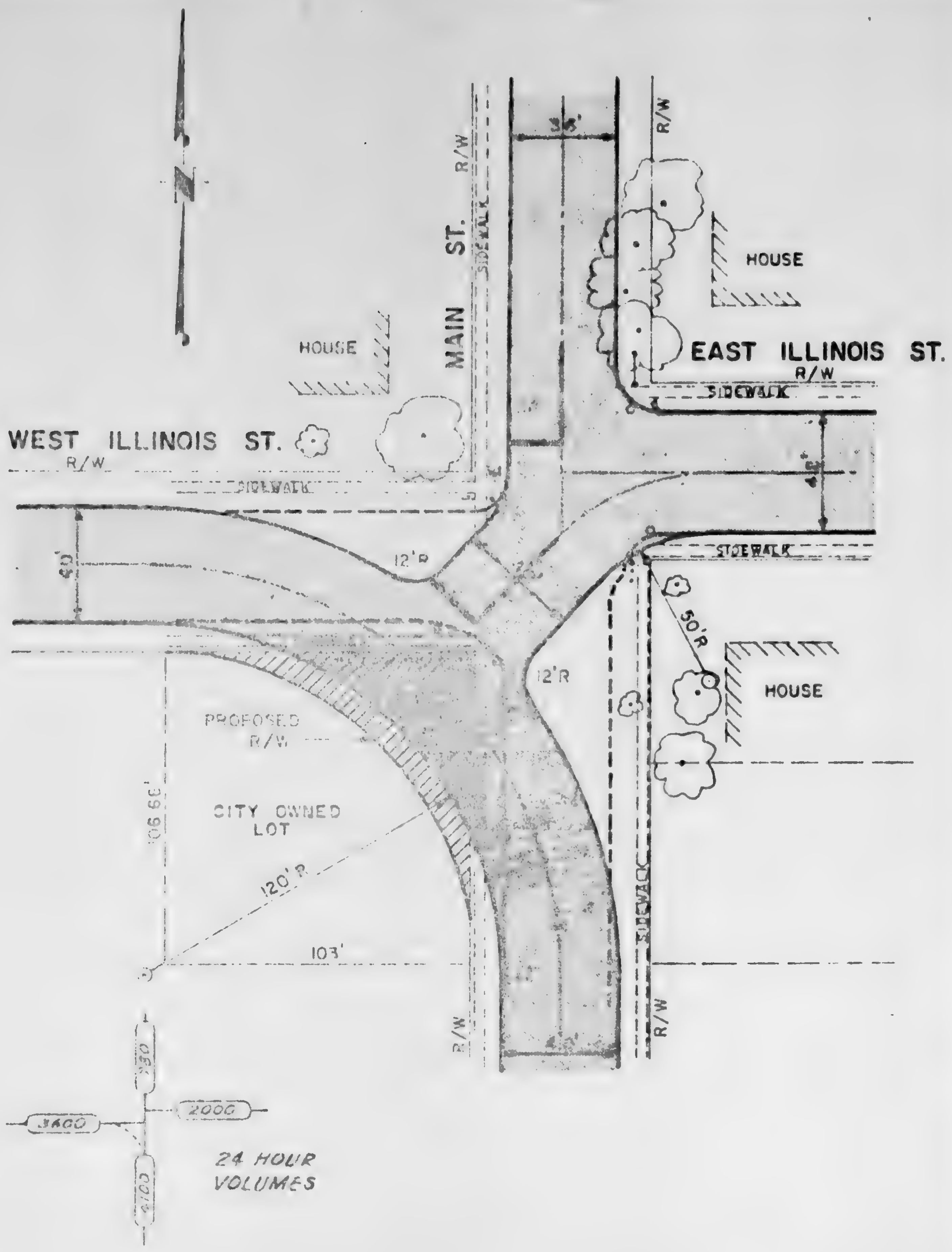


UTILITIES MAP

LI

MAIN AND ILLINOIS

FIG. 10



HARSTAD ASSOCIATES INC

ENGINEERS • PLANNERS

NEWBERG URBAN AREA

AREAWIDE TOPICS PLAN
INTERSECTION IMPROVEMENT
MAIN AND ILLINOIS

JOB NO. 670-040
DATE JULY, 1972
SCALE 1" = 50
DRAWING BY R.A.T.
CHECKED BY
APPROVED.

FIG. 10

January 30, 1974

Mr. Myrland C. Gilbert
Finance Director
City Hall
Newberg, Oregon 97132

Re: TOPICS Fund Use Deadline

Dear Mr. Gilbert:

On October 9, 1973 a letter was sent to you in regard to a March 1, 1974 deadline for use of your remaining Federal Aid TOPICS funds. This letter is intended to again bring this deadline to your attention.

At the present time the City of Newberg has a remaining balance of approximately $10,000 of Federal funds. When matched with City and State funds, this amount would allow for a potential project of approximately $13,000.

Your earliest response as to your intended use or non-use of these funds would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
C. O. Fredrickson

☑ ENGR. ☑ ASST. ☐ OE ☑ AE ☑ UE
☑ UFE ☑ CE [illegible]E ☐ R.E ☐

T

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310
February 14, 1973

SUBJECT:

To: H. S. Cox
County & City Engineer
BUILDING

Attention: R. N. Bladorn /

From: L E George

L. E. George
Traffic Engineer

Subject: Proposed TOPICS Project
Illinois & Main Street
Newberg

RECEIVED
COUNTY & CITY SECTION
FEB 14 1973
☑ ENGR. ☑ COOR. ☐ SE ☑ HE ☑ DE
☑ UPE ☑ CE ☐ RE ☐ APC ☐

Returned herewith is correspondence from the City of Newberg and a copy of the Newberg Areawide TOPICS Plan. The City has asked for our comments on the recommendation for the intersection of Illinois and Main Streets, made by the Consultant.

The problem at this intersection is that which exists at any intersection where the main stream of traffic is bent around a right angle corner. At this particular intersection, the problem is somewhat complicated by the offset and the two legs of Illinois Street. Also, the fact that the City owns the property in the southwest quadrant of the intersection tends to promote some treatment other than the standard "Stop" and "Right Turn Permitted Without Stopping" signs.

The Consultant's aim in that design was to break the somewhat complicated intersection into two simple intersections. This he has accomplished although the design is somewhat cumbersome because of the close proximity of the two intersections.

It is the opinion of this office that the Consultant's design is far from optimum, however, with the physical limitations which are imposed, we have no better ideas.

VPJ:pb

Att.

T.

CITY OF NEWBERG

414 EAST FIRST STREET
TELEPHONE 538-9421
NEWBERG, OREGON 97132

January 25, 1973

Mr. Donald Harwell
Department of Transportation
405 State Highway Building
Salem 97301

Don:

We would like to have your Department review the TOPICS recommendation for the intersection of Illinois Street at Main Street.

The Public Works Committee is not in agreement with the route plan as recommended in the TOPICS report. However, they do feel that this corner should be corrected as soon as possible.

The City owns the lot on the Southwest corner, which may be used for right of way.

We would appreciate your advice and recommendation.

Sincerely,

MCGilbert

M. C. Gilbert
Finance Officer

/ald

RECEIVED
COUNTY & CITY SECTION
JAN 26 1973
☑ ENGR. ☑ COOR. ☑ [illegible] ☑ RE ☑ LE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

CC: L.E. George - Please respond to City. Available TOPICS Funds at this time amount to approximately $17,000.
BLADOR

8206 Lower Col R Hwy at Columbia 1975
Ave (Scappoose) Sec in Scappoose
(Traffic signal installation)

C/A 5351 6-11-75

~~CA 5293~~ See Fla 7-12-1 [illegible]
178

August 20, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 13, 1976, we wrote to you concerning release of final payment on Contract No. 8206 awarded to Hansen Electric Co. for work on Columbia Ave. in Scappoose of the Columbia River Highway in Columbia County.

Final payment on this contract is $1,924.33 and the total contract amount is $38,234.28. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

82.6

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

FINAL WEEKLY REPORT

SECTION: COLUMBIA RIVER HWY. COLUMBIA AVE. (SCAPPOOSE)

WEEK ENDING: MAY 8, 1976

SECTION PREFIX: 5-0501

NAME OF JOB: LOWER COLUMBIA RIVER HWY.

HIGHWAY: COLUMBIA RIVER

COUNTY: COLUMBIA

CONTRACTOR: HANSEN ELECTRIC CO.

KIND OF WORK: TRAFFIC SIGNALS

CONTRACT NUMBER: 8206

DATE OF CONTRACT: MAY 29, 1975

FEDERAL AID PROJECT NUMBER: STATE

DATE WORK STARTED: JANUARY 12, 1976

XXXXXXX COMPLETION DATE: APRIL 7, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 292

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 104

PROJECT AUTHORIZATION: $ 47,048.05

EXCLUSIVE OF ENGINEERING: $ 42,939.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,939.05

ENGINEERING AUTHORIZATION: $ 4,109.00

ENGINEERING COST TO DATE: $ 4,188.27

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: APRIL 7, 1976

SEMI-FINAL TO BE SUBMITTED JUNE 1, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNALS							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	FAIR	0	0	
MONDAY	3	FAIR	0	0	
TUESDAY	4	SHOWERS	0	0	
WEDNESDAY	5	FAIR	0	0	
THURSDAY	6	FAIR	0	0	
FRIDAY	7	FAIR	0	0	
SATURDAY	8		0	0	

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAY 10 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No ACTIVITY ALL WEEK.
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

STATUS: SIGNALS IN FINAL OPERATING PHASE EXCEPT FOR RAILROAD INTERCONNECT.
PROJECT READY FOR FINAL INSPECTION.

SIGNED E Rodriguez
E. RODRIGUEZ RES. ENGR.
LOCATION ALOHA

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5906 p

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310
April 15, 1976

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Signal Turn On
Lower Columbia River Highway
at Columbia Avenue
City of Scappoose

I have received a copy of Ron Failmezger's April 8 letter regarding the subject signal. I have been advised that the signal is completed but that the railroad drop arms to be interconnected with the signal will not be finished for six months to a year.

In the letter, Ron Failmezger posed the question as to whether the traffic signal should be actuated without the railroad drop arms. Inasmuch as the traffic signal installation has not materially changed the operation of the crossing, it is requested that the signal be activated at this time. PUC need not be involved in this decision inasmuch as it is outside their authority.

Please advise us of the date the signal is turned on.

L E George

L. E. George
Traffic Engineer

LEG:ds

cc: R. L. Schroeder
J. E. Chidsey
Jack Sollis
Dave Astle

RECEIVED
APR 15 1976
Office of
Assistant State Highway Engineer

8216

City of Scappoose
City Hall
Scappoose, OR 97056

June 11, 1975

5e

Attention: Mrs. Virginia Sheldon
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5331

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of a traffic signal at the intersection of US30 and Columbia Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Attachment

bc L. E. George (conf. copy att.)

8206

e

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE May, 2, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**

We have an agreement signed by the City of Scappoose covering the installation of a traffic signal at the intersection of US30 and Columbia Avenue in Scappoose.

The agreement provides that the State shall prepare all plans and perform the work of the project. The total cost of the project, estimated to be $51,000, will be borne by the State and charged to Bond Funds. After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumed.

Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda for the May 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
E. L. Hardt
Jack Graham
Gary L. Sund

RDT:rj dpy

Tra 7-6-1
Scappoose

October 29, 1973

The Honorable Bert F. Kinzig
Mayor, City of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mayor Kinzig:

In the past we have corresponded with Scappoose city officials concerning signalization of the intersection of US30 and Columbia Avenue in Scappoose. The Highway Division is now prepared to proceed with the installation if the City wishes to do so.

In accordance with the Transportation Commission's agreement with the League of Oregon Cities, the cost of the signals at the intersection will be borne by the State. The State will also pay for future maintenance, and the City will pay for all future power costs. The City and the Railroad Company will have to arrange for the installation of railroad grade crossing signals and their interconnection with the intersectional signals. I suggest you contact the Railroad Company for further information and a cost estimate for this portion of the project.

If the City wishes to proceed with the signalization, please let us know and we will prepare an agreement covering the intersectional portion of the project.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter LHY
Assistant State Highway Engineer

RDT:kw jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
L. W. Rulien
J. E. Chidsey

3206

RECEIVED
OCT 2 1972

R

The Honorable Forrest M. Sanders
Mayor of the City of Scappoose
Post Office Drawer "P"
Scappoose, Oregon 97056

October 24, 1972

Dear Mayor Sanders:

Scappoose - Traffic Signals
Columbia Avenue and US30

Your letter of October 4 requests consideration of installation of traffic signals at the intersection of US30 and Columbia Avenue in Scappoose. This intersection has been the subject of discussion and correspondence in the past.

In a letter dated March 10, 1972, certain cooperative work with the City of Scappoose was suggested; no response was received from the City. In the interim period, funds for traffic signal installations have become depleted. It will not be possible to schedule a cooperative project with the City until the beginning of the next fiscal year--after July 1, 1973.

Due to its close proximity, it is necessary that the railroad crossing on Columbia Avenue also be signalized and interconnected to the highway signal. If this interconnection is not done, a red signal indication to Columbia Avenue traffic could result in traffic backing up onto the railroad tracks in front of an approaching train. The City and the railroad company will have to arrange for the installation of the grade crossing signals at their expense.

The estimated cost of interconnecting the two sets of signals, including the City's normal share of the railroad grade crossing signals, is approximately $13,000.00. A final and more accurate figure can be provided by the railroad company.

If it is the City's desire to enter into an agreement, including the interconnected signal with the railroad corssing, we will proceed on this basis with the contract schedule to be let after July 1, 1973. Please advise.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
H. S. Cox
L. W. Rulien

LEG:pb: ajw

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE: October 17, 1972

SUBJECT:

To: R. L. Schroeder
Asst. State Highway Engineer
BUILDING

L E George

FROM: L. E. George
Traffic Engineer

SUBJECT: Request for Traffic Signal
US 30 at Columbia Avenue
Scappoose
RLS 155

Attached is a revised draft on the above assignment. Also attached is a signal warrant comparison sheet for the intersection.

You will note that the minimum volume warrant is closely approached and the interruption warrant is met. In previous correspondence we have agreed to install signals at this intersection provided that the city care for the signalization of the railroad grade crossing.

Your attention is drawn to our March 10, 1972, letter to the Mayor concerning the installation of pedestrian actuated signals in the vicinity of Elm Street. To our knowledge, the city has never responded to this letter. Now that school is again in session, it is possible that the school authorities and the PTA will again bring this matter to our attention.

VPJ:sv

Attachments

Rewrite after
7-1-73

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

FORREST M. SANDERS
MAYOR

DAVID B. WILLIAMSON
ATTORNEY

VIRGINIA R. SHELDON
RECORDER-TREASURER

CITY OF SCAPPOOSE
P. O. DRAWER "P"
SCAPPOOSE, OREGON 97056

COUNCILMEN
THARREL MARCOTT
CHRISTIAN R. HALD
RICHARD HUDSON
NORMAN KELLEY
LESTER LANGDON
HENRY J. SCHMIT

October 4, 1972

Oregon State Highway Division
State Highway Engineer
R. L. Porter
Highway Building
Salem, Oregon

Dear Mr. Porter:

Once again the City of Scappoose respectfully requests the State Highway Division install a traffic signal at Columbia Ave. and Highway 30 intersection. It has truly become a problem for senior citizens and students to cross the street. Also a problem for the average citizen. The councilbelieves this is a critical area.

Columbia Ave. is county road number 48.

Please advise.

Yours truly,

Forrest M. Sanders

Forrest M. Sanders
Mayor
City of Scappoose

FS/vs

RECEIVED
OCT 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
OCT 6 '72
REFER TO
FBR
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

if advisable

RECEIVED
OCT 9 1972
TRAFFIC ENGINEERING

Council Meetings First Monday of Every Month at 8:00 P.M.

RECEIVED
OCT 26 1971
FOR FILING

R

October 22, 1971

The Honorable Forrest M. Sanders
Mayor of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mayor Sanders:

It is understood that you recently contacted L. W. Rulien of our Region Office in Milwaukie concerning the possibility of traffic signal installations at various intersections within the city of Scappoose.

As was indicated to you in my letter of July 12, an analysis of traffic data indicated that traffic signals do meet the standard warrants at the Columbia Avenue intersection and that there is a rather marginal warrant for traffic signals at the Watts Road intersection. The traffic analysis also indicated that conditions at each of these intersections were not critical.

The first installation that should be considered would be at the Columbia Avenue location which would require an expenditure of approximately $25,000 by the City for railroad interconnect equipment and grade crossing signals. However, since conditions at each of these locations are rather minimal and since available funds for this type of work are rapidly being depleted, it is suggested that any signal installation at these locations be deferred for the present time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
H. S. Cox
L. E. George
L. W. Rulien

LEG:lp srb

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
October 19, 1971

SUBJECT: City of Scappoose
Request for Traffic Signals

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Building
Salem

Attention Mr. Bud George

By letter of September 10, 1971 Mr. Forrest M. Sanders, Mayor of Scappoose, asked for three traffic signals on Highway 30 and pointed out our new policy relative to cost and maintenance thereof. Mr. Failmezger and I contacted Mr. Sanders at Scappoose on October 5, 1971 and had a good discussion. I pointed out to the Mayor that his understanding of our new policy, as it would relate to cities the size of Scappoose was correct, but that quite obviously there were limitations on the amount of funds available and that, in fact, without the matching city's funds, the total pot for signals may well be more limited than ever.

We discussed with him the three locations where he requested signals. Columbia Avenue appeared to have the greatest need. However, a signal at Columbia Avenue would need to be intertied with a railroad crossing and would no doubt require some city funds. The Mayor indicated that he thought that the city would be content at this time with one signal and that this signal should be at Watts Road.

You should have in your file signal warrant investigation made fairly recently by Mr. Failmezger. The Watts Road location does meet warrants and if we have the money I would suggest that an agreement be drawn and transmitted to the city for a single signal located at Watts Road for their consideration.

L. W. Rulien
Regional Engineer

LWR/cr
cc H. S. Cox
Don Adams

OCT 19 1971
TRAFFIC ENG.

8206

R

RECEIVED
JUL 12 1971
FOR FILING

July 12, 1971

The Honorable Forrest M. Sanders
Mayor of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mayor Sanders:

In response to your letter of June 8, our Regional Office made an investigation of the warrant for traffic signals at various intersections on US30 in the city of Scappoose. It is understood that a representative of that office contacted you during the investigation and discussed the procedures.

Investigation disclosed that traffic signals are warranted at the Columbia Avenue intersection and that there is a marginal warrant for signals at the Watts Road intersection. A traffic signal installation at Columbia Avenue is estimated to cost $30,000; and at Watts Road $25,000. In addition, it would be necessary that the railroad grade crossing on Columbia Avenue be signalized and that the railroad grade crossing and traffic signals be interconnected.

The State Highway Division would participate in these installations to the extent of paying one-half the cost of the traffic signal installations. The City would be required to pay the remainder of the cost for the signals and all the future power costs. The City and the Railroad Company would have to arrange for installation of grade crossing signals.

Would you please advise me of the City's wishes in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
L. W. Rulien

LEG:njc srb

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 1, 1971

To: L.W. Rulien
Regional Engineer

SUBJECT: Request for Traffic Signal
Lower Columbia River Highway
City of Scappoose
US30 - Hwy. No. 2W

The City of Scappoose in a letter from Mayor Forrest M. Sanders, dated June 8, 1971 requested the installation of a traffic signal at one of a City intersecting streets for the protection of vehicular and pedestrian traffic. A general study of traffic conditions on US30 was made to determine possible traffic signal locations. A study of pedestrian traffic was not included because school is out. A contact with the Mayor also revealed that his letter was prompted by citizen inquiry and not on the basis that the City has funds to participate in a signal project. The Mayor would like a letter advising of possible traffic signal locations and an estimate of costs.

On the attached City map are shown 24 hour traffic counts for side streets through the City. A more detail study was made at Watts Road and Columbia Avenue because of prevailing volumes near signal warrants. These will be covered separately later in the report. There is an existing elementary and high school to the west of US30 between Watts Road and Maple Street. There is now under construction a new high school at the south city limits of Scappoose and to the east of US30. This school will probably have access to US30 near the city limits. There will also be accesses from 5th and 6th Avenues at the rear of the property. The indicated speed on US30 is 35 M.P.H. A 1970 ADT through Scappoose was 9,000 vehicles.

Watts Road

Watts Road Intersection with US30 is a "T" type. Watts Road is provided with a "STOP" sign. US30 has two lanes of through traffic with curbs on the west side of the highway. The attached signal warrant comparison sheet shows that the interruption of through traffic warrant was met.

The attached collision diagram shows the six reported accidents from the period of January 31, 1966 through April 30, 1971. There were three persons injured and one killed in these accidents. There were five turning movement and one rear end type accidents. The fatal accident occured July 9, 1968 at 11:10 AM when a right turning vehicle from Watts Road was struck by a southbound car. There were no reported accidents within the last 12 months of study period of a type preventable by the installation of a traffic signal.

Columbia Avenue

This is a cross type intersection with the two legs of Columbia Avenue off-set by about 20 feet. The westerly leg of Columbia Avenue is one-way away from the highway. US30 at this point is 85 feet in width with a 20 foot curbed left turn median. There is a flashing beacon at the intersection. The S.P. and S. railroad parallels the highway 50 feet from the easterly curb of the highway. As may be seen by the attached traffic signal warrant comparison sheet, the interruption of continuous traffic warrant is met.

The attached collision diagram shows the thirteen reported accidents for the period from January 1, 1966 through April 30, 1971. There were three persons injured in these accidents. The major type accidents were the ten turning movement. There was one accident within the last twelve months study period of a type preventable by signalization.

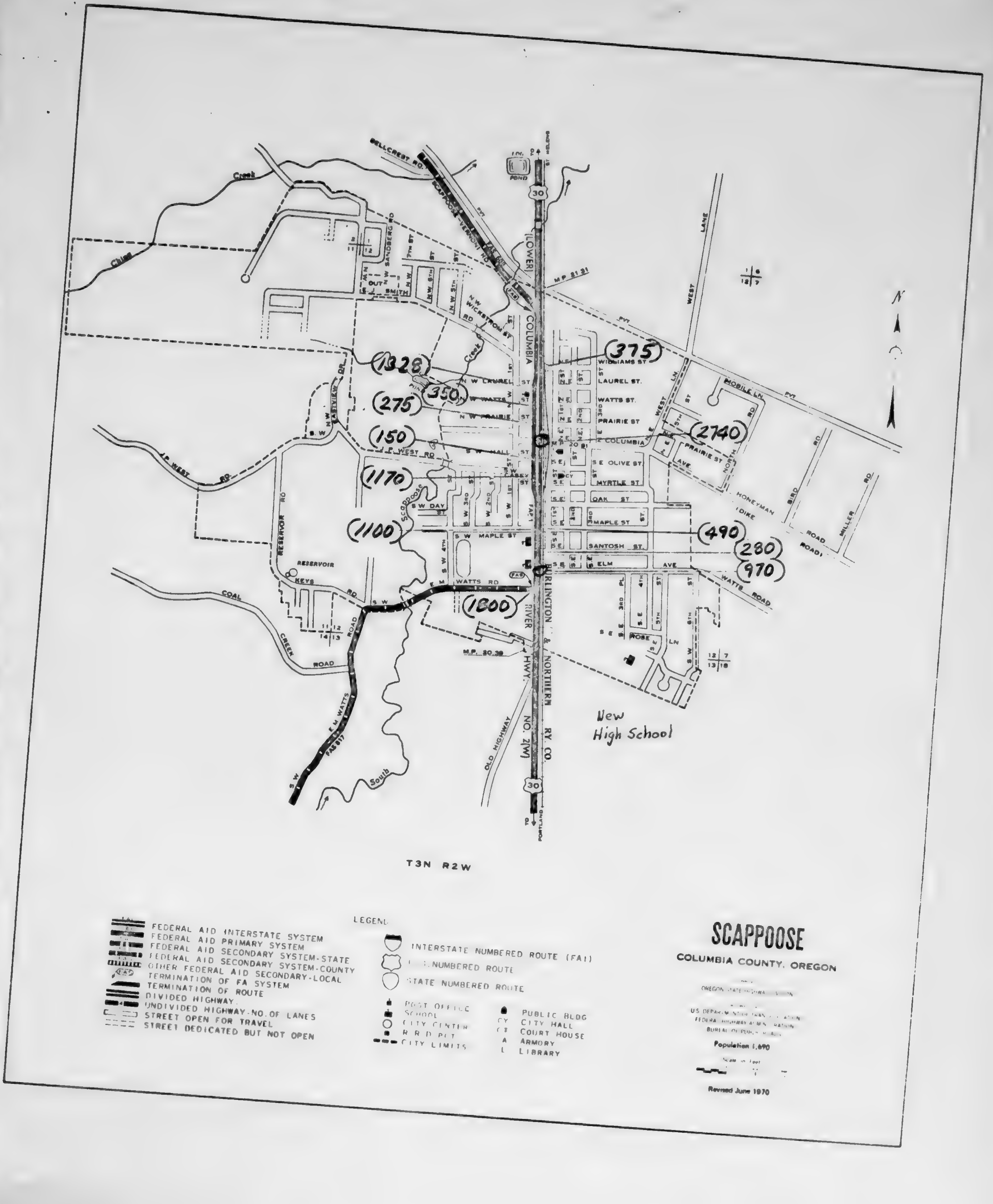
As a result of this investigation it is recommended that the City be advised of the locations where traffic signals may meet vehicular volume warrants and the cost of such signals. They also should be advised that if the City has funds available in the future, further study will be made to accomplish such an improvement. It is estimated that the cost for two phase, fully actuated traffic signals at Watts Road would be $20,000 and at Columbia Avenue $25,000 for a five phase, fully actuated signal. This does not include railroad signalization or interconnect. It should be noted that the spacing of these two intersections would allow for a 38 M.P.H. progression speed using a 70 second cycle.

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Regional Traffic Engineer

RWF:sdl

CC: F.B. Crandall - 2
D.R. Adams



SCAPPOOSE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,690

Revised June 1970

1.

2.

3.

TYPICAL VIEWS
Lower Columbia River Highway at S.W. Watts Road
City of Scappoose

1. Looking north on US30 from 200 feet south of Watts Road
2. Looking south on US30 from Elm Street
3. Looking east on Watts Road from 150 feet west of US30

2.
3.

TYPICAL VIEWS
Lower Columbia River Highway at S.W. Watts Road
City of Scappoose

1. Looking north on US30 from 200 feet south of Watts Road
2. Looking south on US30 from Elm Street
3. Looking east on Watts Road from 150 feet west of US30

3.

TYPICAL VIEWS
Lower Columbia River Highway at S.W. Watts Road
City of Scappoose

1. Looking north on US30 from 200 feet south of Watts Road
2. Looking south on US30 from Elm Street
3. Looking east on Watts Road from 150 feet west of US30

1.

2.

3.

TYPICAL VIEWS
Lower Columbia River Highway at Columbia Avenue
City of Scappoose

1. Looking north on US30 from 250 feet south of Columbia Avenue
2. Looking south on US30 from 150 feet north of Columbia Avenue
3. Looking west on Columbia Avenue from 150 feet east of US30

2.

3.

TYPICAL VIEWS
Lower Columbia River Highway at Columbia Avenue
City of Scappoose

1. Looking north on US30 from 250 feet south of Columbia Avenue
2. Looking south on US30 from 150 feet north of Columbia Avenue
3. Looking west on Columbia Avenue from 150 feet east of US30

3.

TYPICAL VIEWS
Lower Columbia River Highway at Columbia Avenue
City of Scappoose

1. Looking north on US30 from 250 feet south of Columbia Avenue
2. Looking south on US30 from 150 feet north of Columbia Avenue
3. Looking west on Columbia Avenue from 150 feet east of US30

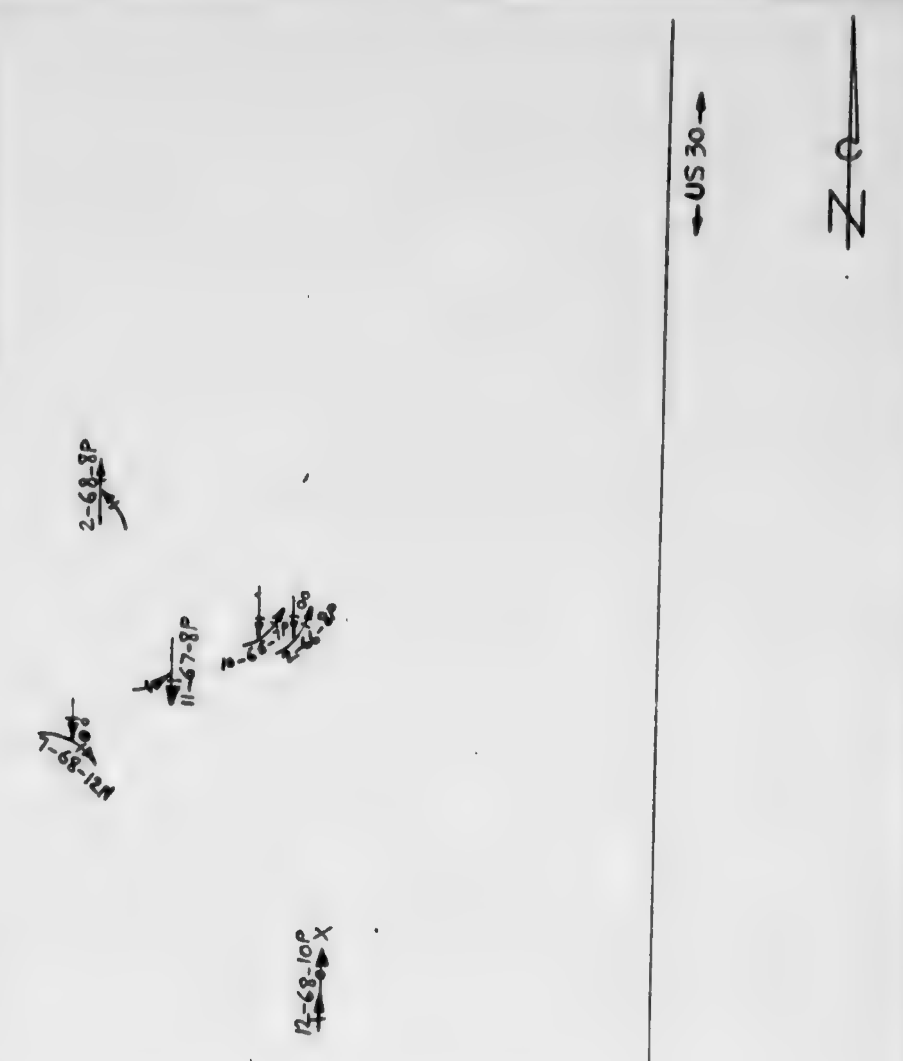
Div

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Scappoose County Columbia
Intersection of Lower Col. River Hwy. and Watts Rd.
Highway Number 2 W (US 30) MP. 20.53
Period Covered 1-1-66 To 4-30-71
Compiled by CS Drawn by Date 6-28-71

LEGEND

●	Person Killed
◀----	Pedestrian Killed
○	Person Injured
◁----	Pedestrian Injured
◀——	Property Damage Only
◀┼◀┼	Collision - Rear-end
┼◀▶┼	Collision - Head-on
↘◀	Collision - Sideswipe



X - Stopped prior L/T

◁----	Path of Pedestrian
◀——	Path of Vehicle
◀-----	Path of Animal
◀┼—	Vehicle Moving
◀●—	Vehicle Stopped
◀┼▶	Vehicle Backing
▭	Properly Parked
▭◀	Improperly Parked
◀▼▼	Vehicle Overturned
◀⋀⋀	Vehicle Skidded

Turning Fatal
7-9-68 11:10 AM.
Surface - Dry
Both cars -
1 Killed
1 Inj.

Jan. Feb. May, June
Not available For 1969

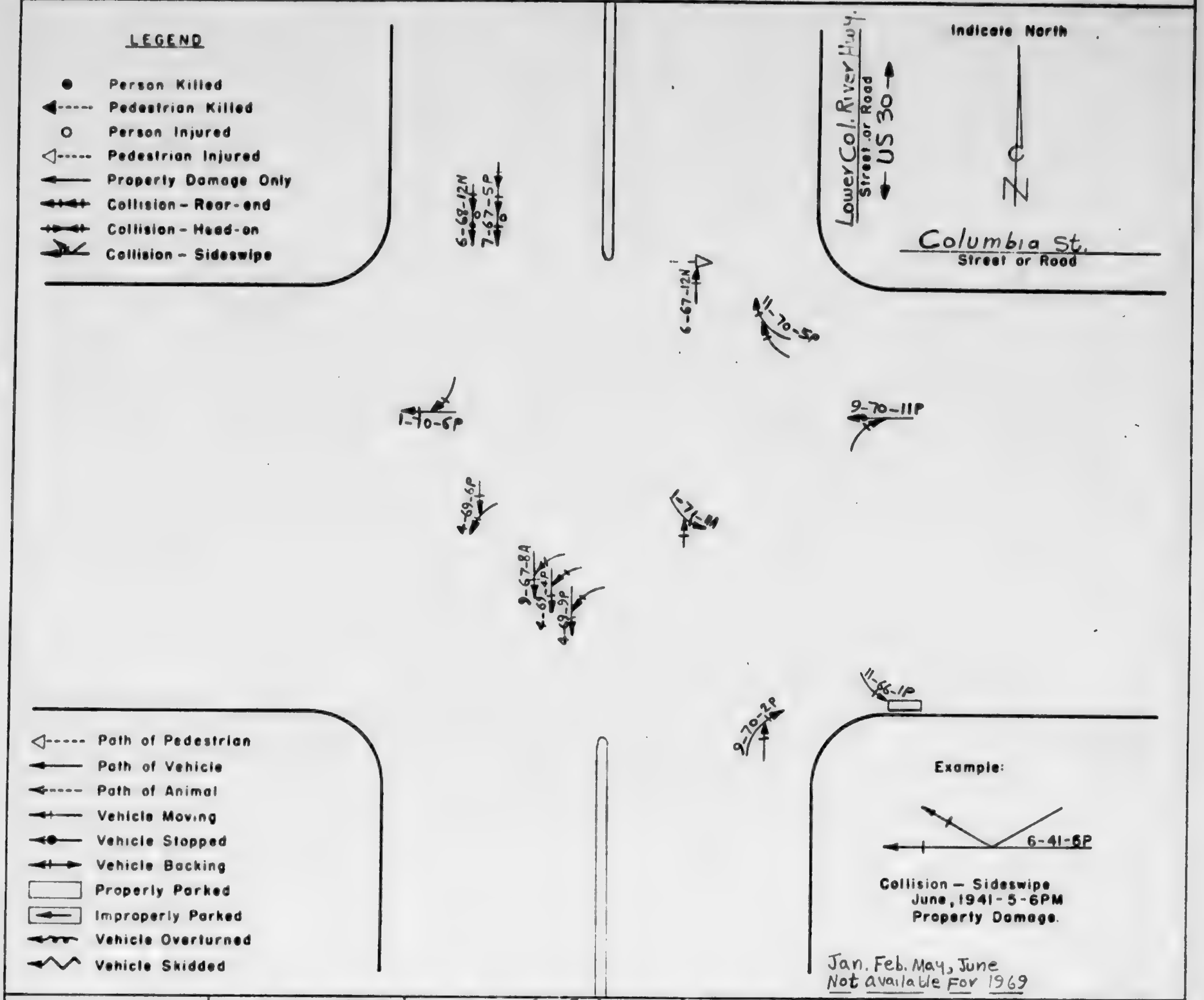
Collision Type	1966 - 1967				1968 - 1969				1970				4 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1												
Sideswipe																			1	1
Turning Movement		1	2	3	1		1	2												
Parking																	1	1	3	5
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	2	3	1		2	3				0				0	1	1	4	6

Form E-261-6-70

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of Scappoose County Columbia
Intersection of Lower Col. River Hwy and Columbia St.
Highway Number 2W (US 30) MP. 20.91
Period Covered 1-1-66 To 4-30-71
Compiled by CS Drawn by ______ Date 6-28-71



Jan. Feb. May, June
Not available For 1969

Collision Type	1966 - 1967				1968 - 1969				1970				4 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1		1		1		1										2		2
Sideswipe																				
Turning Movement			2	2			3	3			4	4			1	1			10	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1														1		1
Backing																				
Misc.																				
TOTAL		2	2	4		1	3	4			4	4			1	1		3	10	13

Form E-260 — 2M — 11-45 5/70

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City Scappoose County Columbia

Highway Name Lower Columbia River Intersecting Road ~~Columbia Avenue~~ Watts Rd.

Route No. US30 Highway No. 2W Mile Point 20.53

Item	Observed Conditions 1/	Minimum Warrant 2/
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	590	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	55	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	590	525
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	55	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)		
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	3/	
Accident Experience Warrent:		
Preventable accidents (Last 12 months)	0	5

1/ Count data from hourly recorder counters.

2/ 70% warrant

3/ No pedestrian count taken.

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City **Scappoose** County **Columbia**

Highway Name **Lower Columbia River** Intersecting Road **Columbia Avenue**

Route No. **US30** Highway No. **2W** Mile Point **20.91**

Item	Observed Conditions 1/	Minimum Warrant 2/
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1036	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	97	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1036	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	97	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)		
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	3/	
Accident Experience Warrent:		
Preventable accidents (Last 12 months)	1	5

1/ Count data from hourly recorder counters.

2/ 70% warrant

3/ No pedestrian count taken

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Permanent Recorder ☐

Route or Highway No. 2w Station No. ____________

Location 250 ft south of Old Hwy, North Bound Traffic

Week Beginning June 27, 1971

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		27	28	29	30	1	2	3	
Hour of Day									
A. M.	12-1				62				
	1-2				31				
	2-3				23				
	3-4				27				
	4-5				18				
	5-6				25				
	6-7				81				
	7-8				184				
	8-9				165				
	9-10				220				
	10-11				262				
	11-12				232				
P. M.	12-1				274				
	1-2			252					
	2-3			279					
	3-4			293					
	4-5			391					
	5-6			478					
	6-7			269					
	7-8			163					
	8-9			126					
	9-10			131					
	10-11			108					
	11-12			105					
Automatic Recorder Total 24 Hours				2595	1604				
Axle Correction Factor					+199				
Adjusted All Vehicle Total 24 Hr.									

REMARKS ____________

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Watts Rd. Permanent Recorder ☐

Route or Highway No. FAS 817 Station No. ______

Location 50 ft west of Hwy 2w, east Bound traffic

Week Beginning June 27, 1971

		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		27	28	29	30	1	2	3	
Hour of Day									
A. M.	12-1			4					
	1-2			1					
	2-3			0					
	3-4			0					
	4-5			1					
	5-6			4					
	6-7			20					
	7-8			38					
	8-9			26					
	9-10			57					
	10-11			47					
	11-12			54					
P. M.	12-1			59					
	1-2			44					
	2-3		46						
	3-4		56						
	4-5		64						
	5-6		79						
	6-7		69						
	7-8		55						
	8-9		66						
	9-10		50						
	10-11		49						
	11-12		24						
Automatic Recorder Total 24 Hours			558	355					
Axle Correction Factor				913					☒
Adjusted All Vehicle Total 24 Hr.									

REMARKS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Permanent Recorder ☐

Route or Highway No. Columbia Ave Station No. ____________

Location 50 ft east of Hwy 2w, east Bound Traffic

Week Beginning June 27, 1971

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
	Day	27	28	29	30	1	2	3	
	Hour of Day								
A. M.	12-1			4					
	1-2			4					
	2-3			4					
	3-4			0					
	4-5			3					
	5-6			15					
	6-7			42					
	7-8			91					
	8-9			77					
	9-10			91					
	10-11			78					
	11-12			120					
P. M.	12-1			98					
	1-2			104					
	2-3		93						
	3-4		97						
	4-5		101						
	5-6		106						
	6-7		97						
	7-8		74						
	8-9		66						
	9-10		58						
	10-11		37						
	11-12		12						
	Automatic Recorder Total 24 Hours		741	731					
	Axle Correction Factor		1472						☒
	Adjusted All Vehicle Total 24 Hr.								

REMARKS ____________

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Permanent Recorder ☐

Route or Highway No. 2W Station No. ______

Location 250 ft. north of Columbia Ave., South Bound Traffic

Week Beginning June 27, 1971

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
	Day	27	28	29	30	1	2	3	
	Hour of Day								
A. M.	12-1				75				
	1-2				20				
	2-3				22				
	3-4				24				
	4-5				26				
	5-6				53				
	6-7				281				
	7-8				546				
	8-9				466				
	9-10				556				
	10-11				598				
	11-12				517				
P. M.	12-1				414				
	1-2				369				
	2-3				516				
	3-4			494					
	4-5			508					
	5-6			550					
	6-7			345					
	7-8			280					
	8-9			224					
	9-10			214					
	10-11			188					
	11-12			109					
Automatic Recorder Total 24 Hours				2912	4489				
Axle Correction Factor					7401				☒
Adjusted All Vehicle Total 24 Hr.									

REMARKS ______

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☑ Permanent Recorder ☐

Route or Highway No. 20 Station No. ____

Location 150 ft South of Columbia Ave, North Bound Traffic

Week Beginning June 27, 1971

		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		27	28	29	30	1	2	3	
Hour of Day									
A. M.	12-1			102					
	1-2			60					
	2-3			23					
	3-4			30					
	4-5			41					
	5-6			83					
	6-7			198					
	7-8 ✓			353					
	8-9			294					
	9-10 ✓			348					
	10-11			401					
	11-12			515					
P. M.	12-1			445					
	1-2			447					
	2-3			451					
	3-4 ✓		517						
	4-5		674						
	5-6		682						
	6-7		542						
	7-8		359						
	8-9		313						
	9-10		281						
	10-11		235						
	11-12		168						
Automatic Recorder Total 24 Hours			3771	3791					
Axle Correction Factor			7562						
Adjusted All Vehicle Total 24 Hr.									

REMARKS

FORREST M. SANDERS
MAYOR

DAVID B. WILLIAMSON
ATTORNEY

VIRIGNIA R. SHELDON
RECORDER-TREASURER

CITY OF SCAPPOOSE
SCAPPOOSE, OREGON

COUNCILMEN
THARREL MARCOTT, FIRE
PRESIDENT OF COUNCIL
RICHARD HUDSON, STREET
RODNEY HICKEY, POLICE
NORMAN KELLEY, BUILDING
LESTER LANGDON, WATER
JOHN McADOW, FINANCE

June 8, 1971

6-9-71

Mr. R. L. Porter
State Highway Engineer
Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The City of Scappoose respectfully calls to your attention the serious traffic hazards created by vehicular traffic and pedestrians attempting to cross Highway 30.

The City requests the installation of a traffic signal at one crossing to enable cars and people to cross without endangering lives. Many youngsters cross to attend school, everyone risks an accident when they must cross the highway at peak traffic times. A light such as in Linnton would be satisfactory, or one such as Crown Zellerback has just North of the city limits.

This is a problem of great concern to the community, please do what ever can be done to solve it.

Yours truly,
Forrest M. Sanders
Forrest M. Sanders
Mayor

FS/vs

[illegible]
6-9-71

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

1971

2906

R

RECEIVED
FEB 5 - 1970
FOR FILING

February 3, 1970

The Honorable Forrest M. Sanders
Mayor of Scappoose
Post Office Drawer "P"
Scappoose, Oregon 97056

Dear Mayor Sanders:

Your letter of January 13 requested the installation of a traffic signal at US30 and Columbia Avenue in Scappoose.

As recently explained to you, the traffic signal installations inside incorporated cities are made on a cooperative basis, with the city sharing equally in the initial installation cost and assuming the future cost of power and maintenance. The estimated cost is approximately $20,000.

If you wish to proceed with this matter on the basis outlined above, will you please advise this office. In the interim, it is our opinion that the crosswalk signs adjacent to the business area of Scappoose should be upgraded. The Highway Division will do this work at no cost to the City and will proceed with it as soon as sign crews are in the area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall
R. D. Asburry - Please have 48-inch crosswalk signs installed as indicated in your letter of January 23.

LEG:mk sr

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1970

SUBJECT: Request for Traffic Signal
Lower Columbia River Hwy.
at Columbia Avenue
US30 - Hwy. #2W
M.P. 20.91
Assignment #8142-EDW

To: F. B. Crandall
TRAFFIC ENGINEER

The subject intersection is in the business district of the City of Scappoose. The intersection is a cross type intersection with two legs of Columbia Avenue offset by about 20'. The westerly leg of Columbia Avenue is one way away from the highway. It is 27' wide with parallel parking on both sides of the highway. The easterly leg is 40'. The highway is 85' in width with a 20' left turn median. The intersection has a flashing beacon which flashes amber to the highway and red to the easterly leg of Columbia Avenue. The intersection is illuminated. The SP & S railroad parallels the highway only 50' from the easterly curb of the highway.

Division Traffic Engineer, Roger Trygstad, contacted Scappoose Mayor Forrest Sanders and outlined the procedure necessary to determine if a traffic signal was warranted. He then advised the Mayor that our normal agreement called for the 50-50 sharing of the original cost and the City caring for future maintenance and power consumption. When the Mayor asked what the estimated cost would be, Trygstad indicated that he did not prepare such estimates but would make a guess that the installation would cost $2[illegible] to $[illegible]. This guess is probably low as he did not take into consideration the fact that the railroad would also have to be signalized. Mr. Sanders indicated that he was sure the City did not have this kind of money and suggested that before going to the trouble and expense of determining if a signal is warranted, we simply write him a letter giving him an estimate and indicating that we would conduct an investigation if the City still wanted to pursue the matter after knowing what their costs would be. Mayor Sanders felt that such a letter would bring an end to the matter. He felt that it would serve to relieve some of the pressure he has received from citizens for a traffic signal.

Mayor Sanders indicated that the greatest concern was with pedestrians who must cross the highway. The business area of Scappoose is bracketed with 36" "CROSS WALK" signs. One is located 100' west of Williams Street and another 50' west of Casey Street. It is recommended that we increase the size of these signs to 48". Through a copy of this letter I am asking Richard Hawkins to care for the sign changes.

For R. D. Asburry
DIVISION ENGINEER

RDA/sjs
cc: Richard Hawkins
Note: Please have the signs changes done as mentioned above.

1.

2.

3.

4.

TYPICAL VIEWS
Lower Columbia River Hwy.
At Columbia Avenue
City of Scappoose

1) Looking north on US30 from 150' south of Columbia Avenue
2) Looking south on US30 from 200' north of Columbia Avenue
3) Looking west on Columbia Avenue from 100' east of US30
4) Looking east on Columbia Avenue from 200' west of US30

2.

[redacted]

3.

[redacted]

4.

TYPICAL VIEWS
Lower Columbia River Hwy.
At Columbia Avenue
City of Scappoose

1) Looking north on US30 from 150' south of Columbia Avenue
2) Looking south on US30 from 200' north of Columbia Avenue
3) Looking west on Columbia Avenue from 100' east of US3
4) Looking east on Columbia Avenue from 200' west of US3

3.

4.

TYPICAL VIEWS
Lower Columbia River Hwy.
At Columbia Avenue
City of Scappoose

1) Looking north on US30 from 150' south of Columbia Avenue
2) Looking south on US30 from 200' north of Columbia Avenue
3) Looking west on Columbia Avenue from 100' east of US30
4) Looking east on Columbia Avenue from 200' west of US30

4.

TYPICAL VIEWS
Lower Columbia River Hwy.
At Columbia Avenue
City of Scappoose

1) Looking north on US30 from 150' south of Columbia Avenue
2) Looking south on US30 from 200' north of Columbia Avenue
3) Looking west on Columbia Avenue from 100' east of US30
4) Looking east on Columbia Avenue from 200' west of US30

FORREST M. SANDERS
MAYOR

DAVID B. WILLIAMSON
ATTORNEY

VIRIGNIA R. SHELDON
RECORDER-TREASURER

CITY OF SCAPPOOSE
SCAPPOOSE, OREGON

COUNCILMEN
THARREL MARCOTT, FIRE
PRESIDENT OF COUNCIL
RICHARD HUDSON, STREET
RODNEY HICKEY, POLICE
NORMAN KELLEY, BUILDING
LESTER LANGDON, WATER
JOHN McADOW, FINANCE

1-16-70 9786

Forwarded

January 13, 1970

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97311

Dear Mr. Cooper:

The City of Scappoose respectfully requests installation of a traffic signal (Stop & Go Light with push button) on Highway 30 at Columbia Avenue.

Pedestrian use of the crosswalks at this intersection creates a serious traffic hazard. Scappoose Industries workers park their cars on the east side of the highway and must cross at peak travel times. Over 50 ladies are employed, and everyone risks an accident everytime they must cross the highway.

This is a matter of deep concern to the community, your assistance to alleviate this problem will be greatly appreciated.

Yours truly,

Forrest M. Sanders

Forrest M. Sanders
Mayor

FS/vs

RECEIVED
JAN 16
OFFICE OF
STATE HIGHWAY ENGINEER

Council Meetings First Monday of Every Month at 8:00 P.M.

8207 Neawanna Cr (Sundquist) Br 1975
Sec of FAS 609 in Seaside
(Structures)

CIA 5303 5-7-75

504-1018

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
XXXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

[illegible]

October 6, 1977

Clatsop County Board of Commissioners
749 Commercial Street
Astoria, Oregon 97103

Commissioners:

Attached is an itemized statement of final costs for the Neawanna Creek (Sandquist) Bridge project.

You will receive a refund in the amount of $4,248.10.

Sincerely,

Phillip O. Stearns
Phillip O. Stearns
FEDERAL AID SPECIALIST

POS/dea
Attach.
cc: D. H. Moehring
John Dooley w/attach.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
OCT 6 1977
File: PM FA
LG OP
TAA

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clatsop County
Board of Commissioners
Courthouse
Astoria, OR 97103

Attention of Mr. John Dooley, Co. Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1757

Date September 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - Neawanna Creek (Sundquist) Bridge Section
FAS A730 (Formerly FAS 607)
Covered by agreement dated 4/30/74 and numbered 5303

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County advance deposit	$15,000.00	
		Amount Previously Transferred	9,000.00	
				$ 6,000.00
		County share of Construction Costs	$10,751.90	
		Amount Previously Transferred	9,000.00	
				$ 1,751.90
		Refund due County		$ 4,248.10

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 15,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 9,000.00

Give the number of the last previous request in connection with this same service. CC 1484

Credit distribution:
504-1018-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

County Clatsop **Contract No.** 8207 **Date Completed** 8/21/75
FAS A730(Formerly 607) **Section** Newanna Creek (Sundquist) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor	(Fed. Part.)	$ 117,371.92
Engineering		7,543.02
	Total	$ 124,914.94
Contract Payment	(Non-Part.)	$ 1,850.00
Engineering		65.88
	Total	$ 1,915.88
	Total Cost of Project	$ 126,830.82
	Federal Funds Collected	$ 107,177.02

Per agreement county's share of construction costs care as follows:
½($124,914.94 + $65.88 - $107,177.02) + $1,850.00 = $10,751.90

County Advance Deposit	$ 15,000.00
County Share Construction Costs	10,751.90
Refund Due County	$ 4,248.10

Reference: Billing Form CC1757

82.7

13

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-126

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 13 76 STATE COPY

Form Approved; O M B No. 04-R2089

tate
Oregon

County
Clatsop

Project Number
RS-459(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 134,747	$ 134,747
Federal funds	$ 105,358	$ 134,747
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 18, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 29,389."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8207

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 6-152

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-18-75

FEDERAL-AID PROJECT AGREEMENT

STATE **Oregon**

COUNTY **Clatsop**

PROJECT NO. **RS-459(2)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.2 mi. E. of Jct. U.S. 101, E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-75	0.028
OTHER *(Specify)*		

FUNDS **Pro Rata 78.19%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 134,747	$ 105,358

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer JUN 6

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal-aid Project
No. RS-459(2)

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION
FAS 607 COUNTY ROAD
CLATSOP COUNTY

Project Agreement Estimate.

Type Code X080
Structure (Bridge No. 1149A) (Sta. 1+00 to Sta. 2+50.38)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	30 sq.ft.	5.00	150.00
Temporary Barricades	6 only	50.00	300.00
Structure Excavation	45 cu.yds.	20.00	900.00
Furnish Pile Driving Equipment	All Required		15,500.00
Furnish 16-inch Prestressed Concrete Piling	1,608 lin.ft.	10.00	16,080.00
Drive Prestressed Concrete Piles	1,475 lin.ft.	2.00	2,950.00
Structural Concrete, Class 3300 (45 cu.yds.)	All Required		8,000.00
4'x50'/55' Prestressed Slabs	27 only	2,300.00	62,100.00
Reinforcement (4,500 lbs.)	All Required		2,000.00
Metal Rail	288 lin.ft.	30.00	8,640.00
			$117,620.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
Concrete Pile Extensions	All Required	1,000.00
		$ 1,100.00
	Subtotal	$118,720.00
	Engineering	16,027.00
	Total	$134,747.00

Length of Structure - - - - .028 mile

Federal Funds	$105,358.00
State Funds	14,694.50
County Funds	14,694.50
Total	$134,747.00

Group 1 - 100%

Contract No. 8207

Prefix No.: 504-1018

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION

Nonparticipating - State Work

Guard Rail in Stockpile	All Required	$ 1,850.00

8207

October 22, 1975

United Pacific Insurance Co.
728 St. Helen's Avenue
Tacoma, WA 98402

Gentlemen:

On October 14, 1975, we wrote to you concerning release of final payment on Contract No. 8207 awarded to Hamilton Construction Co. for work on the Neawanna Creek (Sundquist) Bridge Section of FAS 607 in Clatsop County.

Final payment on this contract is $5,876.42 and the total contract amount is $118,322.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

Hansen & Rowland, Inc.
PO Box 1633
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Neawanna Creek (Sunquist) Bridge

WEEK ENDING: 9-12-75

SECTION PREFIX: 504-1018

HIGHWAY: County Rd.

COUNTY: Clatsop

NAME OF JOB: Same

KIND OF WORK: Bridge

CONTRACTOR: Hamilton Const. Co.

CONTRACT NUMBER: 8207

FEDERAL AID PROJECT NUMBER: RS-459-(2)

DATE OF CONTRACT: May 30, 1975

DATE WORK STARTED: July 18, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 62

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 51

PROJECT AUTHORIZATION: $ 136,846.95

EXCLUSIVE OF ENGINEERING: $ 125,995.65

ENGINEERING AUTHORIZATION: $ 10,851.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 125,364.30

ENGINEERING COST TO DATE: $ 7,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN: 8 %

PERCENT OF AUTHORIZATION: 65 %

DATE PROJECT WAS COMPLETED: August 21, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Clear	0		
MONDAY	8	Clear	0		
TUESDAY	9	Clear	0		
WEDNESDAY	10	Clear	0		
THURSDAY	11	Clear	0		
FRIDAY	12	Clear	0		
SATURDAY	6	Clear	0		

RECEIVED
SEP 15 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No work all week
MONDAY 8	
9 TUESDAY	
10 WEDNESDAY	
11 THURSDAY	
12 FRIDAY	
SATURDAY 6	

REMARKS

Project complete, final report

Glen Hossner & Paul Riedl visited project 9-11-75, FHWA final given when county completes guard rail work.

SIGNED , LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

Fas 607 Clatsop

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clatsop County
Board of Commissioners
Courthouse

Astoria, Oregon 97103

Attention of Mr. John Dooley, Roadmaster

Request No. (assigned by staff engineer or head of division) CC 1484

Date June 13, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement:

Advance Deposit $15,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Neawanna Creek (Sandquist) Bridge Section FAS 607		$ 9,000.00
		Covered by agreement dated 4/30/74 To be retained		$ 6,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

504-1018-297

Submitted by:

Harold Reynoldson, Rural Program Eng.

Approved: Robert H Prange

Robert H. Prange, Rural Eng. Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Clatsop County, Oregon

Astoria, Oregon, May 28, 1975 No. A 10713

1859

The Treasurer of
Clatsop County

COUNTY WARRANT

$ 15,000.00
Int.
Total $

Will pay to Oregon State Highway Division or order

CLERK OF [illegible] $15000and00cts Dollars

For Advance Deposit-Neawanna Creek (Sundquist) Bridge Sec. FAS 607-Clatsop Cty

and charge to account of GENERAL ROAD FUND

Presented and registered ...., 19......

....Treasurer

PLEASE CASH WITHIN 30 DAYS

BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS

County Clerk.

NOT PAID FOR WANT OF FUNDS.

⑆1232⑈0016⑆ 99 036⑈

KNOW YOUR INDORSER — REQUIRE IDENTIFICATION

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # .... Amt. ....
By S. Chamberlain Date 5/31/75
For ....

FAS 607
Clatsop Co

Robert W. Straub

May 23, 1975

Board of Commissioners
Clatsop County
P. O. Box 179
Astoria, Oregon 97103

Attention: Mr. John Cooley
County Roadmaster

Re: Advance Deposit
Neawanna Creek (Sundquist) Bridge Section
FAS 607
Clatsop County

Dear Mr. Dooley:

The Highway Division opened bids May 22, 1975 on the subject project. The apparent low bid was submitted by Hamilton Construction Company, P. O. Box 658, Springfield, Oregon 97477.

The anticipated cost based on their bid is as follows:

Contractor's Bid	$119,470.00
Anticipated Additional Items	
Temporary Erosion Control	100.00
Concrete Pile Extensions	1,000.00
	$120,570.00
Contingencies (4½%)	5,425.65
Engineering (9%)	10,851.30
	$136,846.95
County's Estimated Share Per Agreement Advance Deposit (11%) (rounded)	$ 15,000.00

Rec'd 5/31/75 HX

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

The contract for this project will be awarded upon receipt of the County's estimated share of the cost. Please make your check in the amount of $15,000 payable to the Oregon State Highway Division and FORWARD IT TO County-City Unit, 203 State Highway Building, Salem, Oregon 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NEAWANNA CR. (SUNDQUIST) BRIDGE SECTION

FAS 607

CLATSOP COUNTY

FAP No. RS-459(2)
Structures

Bids Received May 22, 1975

1.	Temporary Protection and Direction of Traffic	All Specified		$ 1,000.00
2.	Temporary Signs	30 sq.ft.	9.50	285.00
3.	Temporary Barricades	6 only	100.00	600.00
4.	Structure Excavation	45 cu.yds.	10.00	450.00
5.	Furnish Pile Driving Equipment	All Specified		5,000.00
6.	Furnish 16-inch Prestressed Concrete Piling	1,608 lin.ft.	9.00	14,472.00
7.	Drive Prestressed Concrete Piles	1,475 lin.ft.	3.00	4,425.00
8.	Structural Concrete, Class 3300	All Required		6,750.00
9.	4' x 50'/55' Prestressed Slabs	36 only	2,200.00	~~79,200.00~~ 59,400.00
10.	Reinforcement	All Required		1,575.00
11.	Metal Rail	288 lin.ft.	45.00	12,960.00
12.	Guard Rail in Stockpile	All Specified		2,500.00
		For Comparison of Bids		$ 129,217.00
				-79,200.00
				+59,400.00
				109,417.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		~~$129,217.00~~
Anticipated Additional Items:		
Temporary Erosion Control	100.00	
Concrete Pile Extensions	1,000.00	
		1,100.00
		$130,317.00
Contingencies (4-1/2%)		5,864.27
Engineering (9%)		11,728.53
Estimated Net Authorization, Constr.		$147,909.80

R

May 7, 1975

Board of County Commissioners
Clatsop County
Courthouse
Astoria, OR 97103

Attention: Don Church
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.________

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Neawanna Creek (Sundquist) Bridge Section of Wahanna Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

Clatsop fas 607
~~Astoria~~

Copy to:–
John Oaks
Walt Hart

C.D. Fredrickson Reg II

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

4-75

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 607

Project Name
Sundquist Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this ________ day of April, 1975.

Clatsop County

Board of Commissioners

Hiram C. Johnson
Commissioner

Albert W Palmer
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7/31/73

fas 60% clatsop

Transaction Number 5-23

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-30-75

BY (Signature): L. W. Rulien's April 23, 1975 letter

TITLE: Project Management Section

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 40 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
40	RS-459(2)	0.03	145,000	113,300

4-30-75

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Neawanna Creek (Sunquist) Bridge Section. Clatsop County State of Oregon	one structure

RECEIVED
COUNTY & CITY SECTION
MAY 2 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 4-30-75

SIGNATURE AND TITLE: C R Burghardt
for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU OF

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

LY TRANSACTION NO. 5-23

SUBMITTED TO W.O. R 30 1975

April 23, 1975

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
1	Co.Rd., 0.2 mi. E. of Jct. U.S. 101, E.		300*	500	95	10	Oregon	41

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.
One Bridge								RS-	459	(2)

PROJECT NUMBER

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA: - - - -

COUNTY NAME: Clatsop

CODE: 007

ROUTE NO. S

FEDERAL-AID: 607

STATE: Co. Rd.

U.S.

ESTIMATED PROJECT COST BY PHASES

LINK NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (F
				PE		Co. Rd. 0.2 mi. E. of Jct. U.S. 101, E.						Constru stresse slab sp (L 150 Furnish
				ROW								(County existi const ripra guardr
3e			3	CONST (CODE) X080	3	"Neawanna Creek (Sundquist) Bridge Section"	0.03	145,000	113,300	15,850	15,850(Co)	ROW - Access Parkin none.
						PROJECT TOTALS	0.03	145,000	113,300	15,850	15,850(Co)	

CODE 1

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*DHV is 60

RECEIVED
COUNTY & CITY SECTION
MAY 2 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FHWA OREGON DIVISION

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-23

APR 30 1975

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

April 23, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 0.2 mi. E. of Jct. U.S. 101, E.		300*	500	95	10	Oregon	41	075	40

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	T. Projects Only POST MI.	T. Projects Only DESIG.
								RS-	459	(2)		

UNDS: Rural Secondary

- - - -

COUNTY NAME: Clatsop
CODE: 007

ROUTE NO.: S
FEDERAL-AID: 607
STATE: Co. Rd.
U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. 0.2 mi. E. of Jct. U.S. 101, E.						Construct one pre-stressed concrete slab span bridge (L 150' 4 1/2"). Furnish guardrail. (County to remove existing bridge, const. approach, place riprap & install guardrail.) ROW - 50' normal. Access control-none. Parking Restrictions-none.
ROW								
CONST (CODE) X080	3	"Neawanna Creek (Sundquist) Bridge Section"	0.03	145,000	113,300	15,850	15,850(Co)	
		PROJECT TOTALS	0.03	145,000	113,300	15,850	15,850(Co)	

RECEIVED
COUNTY & CITY SECTION
MAY 2 - 1975
☐ ENGR. ☐ COOR. ☐ uE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

D BY

REMARKS

*DHV is 60

APPROVAL DATES
30 1975

OREGON DIVISION

(OVER)

USCOMM DUSCOMM-DC 48908-P61

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION
PROJECT NO. RS-459(2)

Existing Facility: 83' timber structure with 18'-9" horizontal clearance.

Adjacent Sections: 18' oil surfaced travel lanes with 8' gravel shoulders. (Note: County to improve roadway to two 12' AC travel lanes with shoulders.)

Project Data: Construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 1149A) 150'-4 1/2" in length having a horizo clearance of 34'-2 1/2". Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to remove existing structure, construct road approaches to the structure, furnish and place riprap, install guardrail for the ap roadways, sign and maintain detour.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: No additional right-of-way required.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 1 Clearinghouse A-95 review approval letters dated June 7, 1974 and June 3, 1974, respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings---None required under provisions of Par. 6c.
(b) Location/Design---Approval granted under the "Secondary Road Plan" March 13, 1975.

Route Data: This is a school bus route, a mail route and southerly access to a hospital.

Note: This project is in Congressional District No. 1.

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION
PROJECT NO. RS-459(2)

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Minimum Standards: None

sistance Payments: No additional right-of-way required.

, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

equirements: State Clearinghouse and District 1 Clearinghouse A-95 review approval letters dated June 7, 1974 and June 3, 1974,

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This is a school bus route, a mail route and southerly access to a hospital.

project is in Congressional District No. 1.

7401

R

~~PRO 9-3~~

Robert W. Straub
xxxxxxxxxxx

April 23, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-459(2)

We are submitting program data for one project, Item No. 40, Project No. RS-459(2), "Neawanna Creek (Sundquist) Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

It is our present intention to receive bids for this project on May 22, 1975.

One copy each of State Clearinghouse and District 1 Clearinghouse A-95 review approval letters, dated June 7, 1974 and June 3, 1974 respectively, were previously forwarded as separate transmittals.

JG:ljt
Encl.

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU C

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

TRANSACTION NO.

EXITTED TO R.O.

April 23, 1975

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
1	Co.Rd., 0.2 mi. E. of Jct. U.S. 101, E.		300*	500	95	10	Oregon	41

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
One Bridge								RS-	459	(2)

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA: - - - -

COUNTY NAME: Clatsop — CODE 007

ROUTE NO.: S — FEDERAL-AID: 607 — STATE: Co. Rd. — U.S.:

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR
				PE		Co. Rd. 0.2 mi. E. of Jct. U.S. 101, E.						Constr stress slab s (L 150 Furnis
				ROW								(Count existi const. riprap guardr
3				CONST (CODE) X080		"Neawanna Creek (Sundquist) Bridge Section"	0.03	145,000	113,300	15,850	15,850(Co)	ROW - Access Parkin none.
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS	0.03	145,000	113,300	15,850	15,850(Co)	

1	14	PROGRAM APPROVAL DATES

REMARKS

*DHV is 60

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 23, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 0.2 mi. E. of Jct. U.S. 101, E.		300*	500	95	10	Oregon	41	075	40

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ge								RS-	459	(2)		

PROJECT NUMBER

I. Projects Only

FUNDS: Rural Secondary

EA: - - - -

COUNTY NAME: Clatsop

CODE: 007

ROUTE NO. S

FEDERAL-AID: 607

STATE: Co. Rd.

U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. 0.2 mi. E. of Jct. U.S. 101, E.						Construct one pre-stressed concrete slab span bridge (L 150' 4 1/2"). Furnish guardrail. (County to remove existing bridge, const. approach, place riprap & install guardrail.) ROW - 50' normal. Access control-none. Parking Restrictions-none.
ROW								
CONST (CODE) X080		"Neawanna Creek (Sundquist) Bridge Section"	0.03	145,000	113,300	15,850	15,850(Co)	
ARED BY		PROJECT TOTALS	0.03	145,000	113,300	15,850	15,850(Co)	

RAM APPROVAL DATES

REMARKS

*DHV is 60

(OVER)

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION
PROJECT NO. RS-459(2)

Existing Facility: 83' timber structure with 18'-9" horizontal clearance.

Adjacent Sections: 18' oil surfaced travel lanes with 8' gravel shoulders. (Note: County to improve roadway to two 12' AC travel lanes with shoulders.)

Project Data: Construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 1149A) 150'-4 1/2" in length having a horiz clearance of 34'-2 1/2". Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to remove existing structure, construct road approaches to the structure, furnish and place riprap, install guardrail for the ap roadways, sign and maintain detour.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: No additional right-of-way required.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 1 Clearinghouse A-95 review approval letters dated June 7, 1974 and June 3, 1974, respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on January 6, 1975.

FHPM 7-7-5 Requirements: (a) Public Hearings---None required under provisions of Par. 6c.
(b) Location/Design---Approval granted under the "Secondary Road Plan" March 13, 1975.

Route Data: This is a school bus route, a mail route and southerly access to a hospital.

Note: This project is in Congressional District No. 1.

NEAWANNA CREEK (SUNDQUIST) BRIDGE SECTION
PROJECT NO. RS-459(2)

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(b) Location/Design---Approval granted under the "Secondary Road Plan" March 13, 1975.

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ject is in Congressional District No. 1.

Clatsop-607

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 17, 1975

TO Mr. D. E. Swan
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Clatsop Section: Neawanna Creek (Sundquist) Bridge, FAS 607

Termini: Approximately 0.23 mile easterly of the junction with FAP2, Oregon Coast Highway.

Proposed Work: Structure. Project Length: Approximately 160 feet.

Costs:

	Total	Federal	County	State
Construction	$200,000	$156,000	$22,000	$22,000

Existing Facilities: Timber structure 83 feet long with an 18-foot 9-inch roadway.

Adjacent Sections:

East End: West End: County is to improve the existing roadway to two 12-foot AC travel lanes with 4-foot shoulders.

Project Data: Construct a reinforced concrete bridge 158 feet long with a 34-foot clear roadway. Contractor to furnish and stockpile guardrail at the site. County will construct the approaches and connections, install guardrail on the approaches, place riprap and remove and dispose of the existing bridge.

Right-of-Way: 50 feet.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Route Data: This is a mail and school bus route and will improve an access to a hospital.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Hearing Certification: No hearing.

Public Hearing: Not required.

Negative Declaration: Environmental assessment-negative declaration not required.

Park and Recreation Area Affected: None affected.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: 3/13/75.

Clearinghouse Approved: 6/7/74.

Council of Governments: 6/3/74.

HR:scr

Attachments

Clatsop
D. Harwell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 4, 1975
Astoria, Oregon

FILE: 504-1412

FROM: Gareld Inloes
Resident Engineer

TO: G.W. Wimer
Region Construction Engineer
Salem

SUBJECT: Neawanna Cr. (Sunquist) Br.
Bridge No. 1114
Sunquist Road
Clatsop County

REGION 2 ENGINEER
RECEIVED
APR 7 1975
☐ RE ☐ RE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

I have reviewed the subject project plan and recommend the following:

According to Dick Lenz, 4-3-75, the 75-foot channel excavation under the proposed 150-foot structure, (Advance Plans) excedes his hydraulic recommendations. If this 75-foot trapezoidal channel be used, a 135-foot structure would be required. This channel excavation method (artificial scoure hole) could be used and contained within the existing 50-foot R/W.

A review of the plans with County Personnel, indicated they would prefer not to do this extensive channel work, but to remove only the existing roadway under the proposed structure, (to elevation 5±) producing a uniform grade from the end bents to the existing channel. Mr. Lenz indicated this would be possible by using his alternate #2 Method (Existing Channel with Side Overflow). The suggested bridge length for this method was 158 feet. Mr. Lenz indicated he would convey the above information to the Bridge Design Section.

Considering the Countys request and the final product aesthetic value, I would recommend the Hydraulics Sections Alternate # 2 (see report to file, 1-16-75, by Von E. Hemmert for R.L. Lenz).

cc Walt Hart
Dick Lenz
Don Harwell ✓
Gary Inloes

This office agrees
G Wimer

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COUNTY & CITY SECTION
- 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8207

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
Donald L. Trout
C. O. Fredrickson (2)
cc's sent 4-1-75 we

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

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FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 27, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

RE: Neawanna Creek (Sandquist) Bridge Section
FAS 607
Clatsop County

The Wildlife Commission staff has completed review of the above mentioned project and offers the following comments for your consideration.

1. All operations should be conducted in a manner to minimize turbidity increases.
2. Inwater activities should be confined to the period of June 1-October 30.
3. Upon completion of the project, construction debris should be removed from the waterway channel.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

RECEIVED
ROAD DESIGN SECTION
Swenson
Olson
Trout

cc Fish Commission of Oregon
Warren Knispel

JL:lo

FORM 81-734-3030

Fas 607
Clatsop Co

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 16, 1975
Salem, OR 97310

FILE:

SUBJECT: Neawanna Creek
Sunquist Bridge
Avenue "S" Sunquist Rd.
Clatsop County

TO: File

Sunquist Bridge crosses Neawanna Creek on Avenue "S", Sunquist Road, in Seaside. Purpose of the project is to raise the existing grade to eliminate the annual closure of Avenue "S" by high water. This road serves as an important access to the Seaside Hospital and a new school.

Overflow from the Necanicum River into the Neawanna drainage, just south of Seaside at M.P. 22.5, Oregon Coast Highway, is the primary cause of flooding around Sunquist Bridge. High water reaches the existing bridge deck (elevation 10.0) annually with maximum high water reaching elevation 11.0+ feet. This information was obtained from Harold Olsvick, Clatsop County Engineer.

HYDROLOGY

The Soil Conservation Service is preparing a flood plain information report on the Necanicum River and its tributaries in Clatsop County, Oregon. Discharges and elevations were based on calculations made by the Soil Conservation Service using a computer program for water surface profiles called WSP2. Data given below for a 100-year frequency flood were based on two assumed tidal elevations at the mouth of Neawanna Creek - (1) highest possible tide and (2) mean higher high water. Data for a 2-year flood were based only on an assumed highest possible tide elevation at the mouth. Overflow from the Necanicum River, into Neawanna Creek, increases as the tide rises. Preliminary information from S.C.S. study indicates the following relationships between discharge and elevation of Sunquist Bridge.

Flood Frequency	High Water Elev. @ Bridge (ft)	Discharge (cfs)
100-year flood	14.8	9300 (highest tide)
100-year flood	11.6	6650 (MHHW)
2-year flood	11.4	2200 (highest tide)

Plotting this information, log discharge versus probability, the following estimated discharges were established.

25-year flood	6500 cfs (highest tide)
25-year flood	4650 cfs (MHHW)

A 25-year flood at mean higher high water was selected for this study.

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☐ UPE ☐ CE ☒ RE A RPE ☐

CONCLUSION

Three alternatives were considered and the backwater was estimated for each. Alternate 1 consists of building a new structure, at the proposed grade, using only the existing main channel. This alternate was for comparison purposes only and could develop approximately 1.2 feet of backwater. Average velocities would be about 5.9 fps.

Alternate 2 consists of building a structure at the proposed grade over the existing main channel and a side overflow at elevation 5.0 feet. Approximately 0.5 foot of backwater could be developed together with average velocities of 4.1 fps.

Alternate 3 consists of building a new structure at the proposed grade over a trapezoidal waterway with a 75-foot bottom, at elevation -2.0, and 2:1 side slopes. Approximately 0.4 foot of backwater could be developed together with average velocities of 3.5 fps.

It is suggested that Alternate 3 be considered since it produces the least amount of backwater and the shortest bridge. Clatsop County has aksed for a 150-foot bridge which is about 15-feet longer than the structure required for Alternate 3. If the longer structure is desirable, the net effect of constructing such a bridge with a trapezoidal channel, would be to reduce both backwater and mean flow velocities. An 18-inch blanket of class 100 rip rap and 6-inch filter blanket of 4"-0 riverrun or pit-run material should be used on fresh embankment slopes to protect them from erosion.

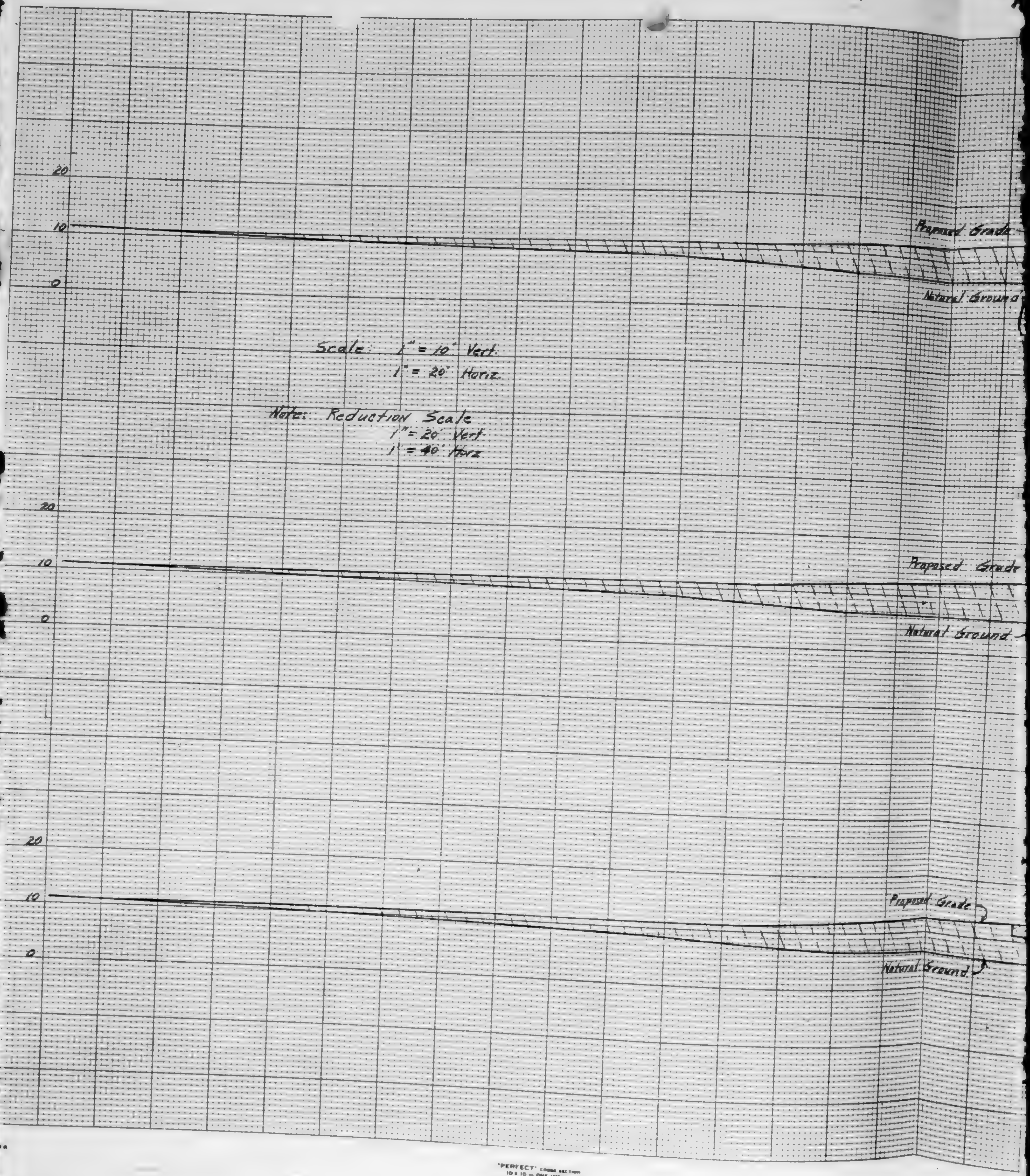
Richard L. Lenz
Hydraulics Engineer

by Von E. Hemmert

Von E. Hemmert
Hydraulics Specialist

VEH:jk

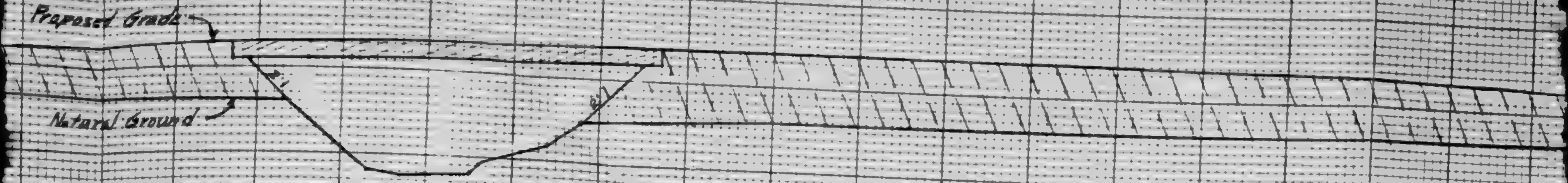
cc: Victor D. Wolfe
Walt Hart
Hal Versteeg
C. O. Fredrickson
Harold Reynoldson



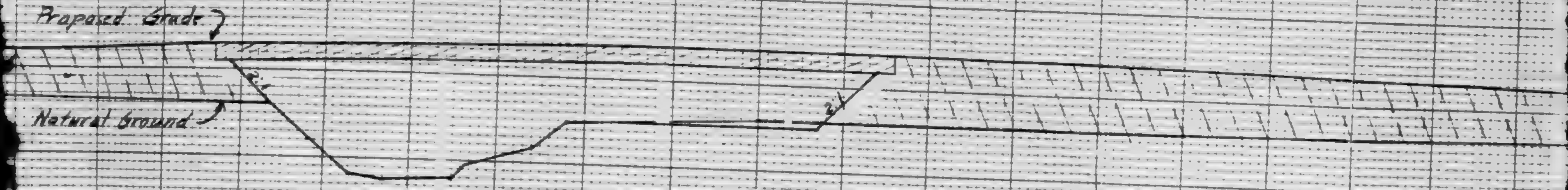
Scale: 1" = 10' Vert.
1" = 20' Horiz.

Note: Reduction Scale
1" = 20' Vert.
1" = 40' Horz

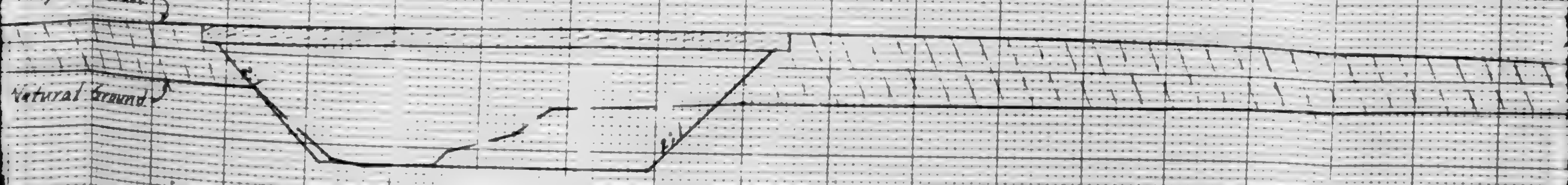
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO



Alternate # 1
(EXISTING CHANNEL)



Alternate # 2
(EXISTING CHANNEL WITH SIDE OVERFLOW)



Alternate # 3
(TRAPEZOIDAL CHANNEL)

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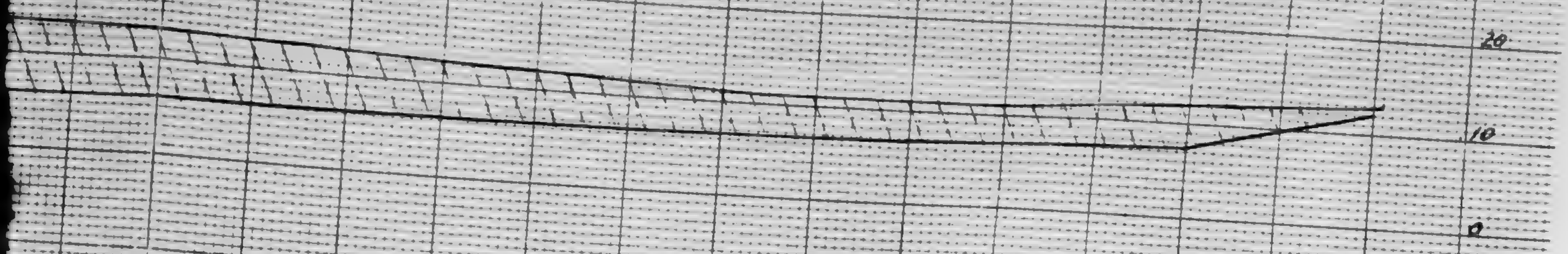
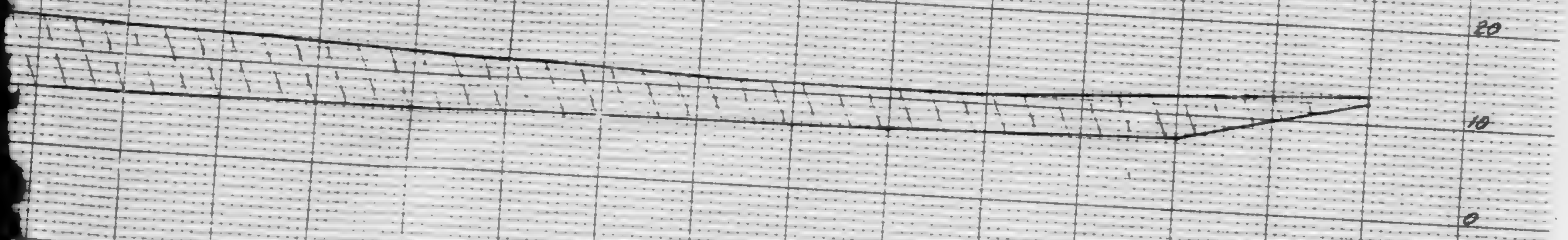
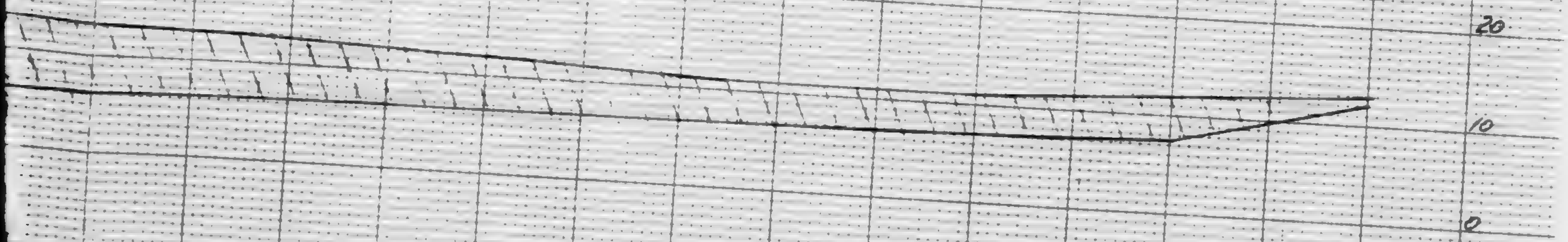
10 X 10 = ONE INCH
EUGENE DIETZGEN CO

Neawanna Creek
Sunquist Bridge
Seaside Oregon
Clatsop County







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HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1925 or 1926)
Discharge – c.f.s.	4650	6650	—
Frequency - yrs.	25	100	—
H.W. Elevation Natural Channel	11.0	11.6	12.8
H.W. Elevation Channel Change	11.0	—	—
Ave. Velocity - f.p.s.	3-4	—	—

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS: *Discharge is significantly affected by ocean tides.*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Neawanna Creek
Sunquist Bridge Section
Avenue "S" Sunquist Road
Clatsop County

COMPILED BY
V.E. Hemmert

DATE
1-14-75

FAS 607
Clatsop Co

RESIDENT ENGINEERS' NARRATIVE

December 10, 1974

NEAWANNA CREEK
SUNQUIST BRIDGE
CLATSOP COUNTY
AVE. "S"; SUNQUIST RD.
RESIDENT ENGINEER: GARELD INLOES

LOCATION SURVEY

The proposed FAS-C project is a request of Clatsop County. Their request is for the replacement construction of the existing structure only, and necessary roadway guardrail material to be furnished (not installed) by the contract.

An authority for survey was requested June 4, 1974, approval received July 29, 1974. Field work commenced July 29, 1974 and completed November 17, 1974. Construction projects delayed an earlier submittal.

The existing, structurally sound, structure is of timber construction, 84.8 feet in length, 20 feet wide, supported by 5, 4 timber pile bents.

The existing structure is closed annually by high-tide floods which are usually accompanied by variable surface run-off flooding. Considering all the possible variables during these flooding times, a through expertise study of the area hydraulics is suggested. This study is in progress by Steve Macnab of our Hydraulics Section. I contacted Steve on December 5, 1974. He indicated that the survey data that he presently has seems to be adequate. In his hydraulics study, the most recent flood data compiled by the Soil Conservation Service, is being used. This hydraulics study should dictate the final bridge grade, length, and design.

The following should be considered in Bridge Design: The county requests a structure that will releave the annual bridge closures, and will not contribute to any additional flooding of the adjacent area; particularly the house just West of the existing structure. The esisting R/W is limited (50ft.); the raising of the grade should be kept to a minimum, avoiding unnecessary fill heights and additional R/W purchases. Prior to contract award, the county will close and barricade Sunquist Road; remove existing bridge and channel obstructions (old piling); excavate existing roadway (east) to provide additional channel width for the longer new structure; have two power poles adjusted or moved, one is on county R/W, and the other is not; if possible, the roadway fill should be placed, (all roadway work and guardrail installation is the responsibility of the County.

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DEC 10 1974
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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

✓

In order for the County to provide some of the above work, they must know the final grade of the proposed structure; such as, additional R/W required if any; utility pole adjustment and channel excavation. The field location data does not require excavation within the streambed, if final design would require streambed excavation, the necessary permits would need be secured. On December 9, 1974, I reviewed the proposed bridge grade and additional R/W requirement with the County Engineer and Roadmaster. They refused to commit themselves on purchase of R/W until a final bridge grade is presented.

R/W: The original Project Request from Clatsop County indicated that no R/W would be necessary. The county has shifted their proposed roadway centerline 5 feet downstream from the centerline of their existing 50 foot R/W. In doing this, the 42+ fppt out-to-out dimension, of the field location proposed structure, encroaches beyond their present R/W. Also, the proposed grade of the new structure requires the roadway fill to encroach their R/W. The structure could be contained within the present R/W if the sidewalk was placed on the upstream side instead of the downstream side of structure, but the County Officials want the sidewalk to be on the downstream side.

Until the Hydraulic Section Study has been completed, the actual necessary R/W requirement is not known. Their study should dictate the structure length and vertical clearance required. If their study should indicate a 150 foot long structure at or near the present vertical grade, very little R/W would be required.

The utilities in the project area are PP&L and Pacific Northwest Bell. Burlington Northern Railroad is approximately 800 feet west of the structure. The City of Seaside has expressed their desire for provision of a future 12" waterline on the structure.

The proposed field design of the structure is 150 feet long, 32 foot roadway and a 5 foot sidewalk (downstream). The counties roadbed typical section is 34 foot. These dimensions were suggested by Clatsop County. The proposed structure grade was determined by a high-water elevation of 11.0 and a channel opening computed on a square foot basis. The proposed structure to be supported by concrete piling with 21" precast slabs; with 3, 50 foot spans. To insure no roadway flooding, the 11.0 high-water elevation was projected approximately 400 feet west and 300 feet east of the proposed structure. This design would require additional R/W up and downstream for the roadway construction; also this projection would excede the designated county roads west boundry by 300± feet. This encroachnebt is considered a public access road west to Hwy 101. Station 0+00 is considered the west end of County Rd. FAS 607; north of centerline, Seaside City Limits; south of centerline Clatsop County. County Roadmaster, John Dooley has advised me that the county has, in the past maintained the entire roadway west to Hwy 101.

The nearest Airport is in Gearhart about three miles from the structure. This project should not effect the Airport.

Included with the survey data are old flood pictures and recent photos of the existing bridge and surrounding area.

Final preliminary plans should be given to Clatsop County as soon as possible for their review. The scheduled contract letting date is May 22, 1975.

Gareld Inloes
Resident Engineer

8067

R R

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE September 16, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Neawanna Creek (Sandquist) Bridge, concurred in by the FHWA indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category III project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan Procedures.

BLG:bb
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
E. L. Everton
C. O. Fredrickson

9-17-74
OK

RECEIVED
[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3467

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-459(-)
Neawanna Creek (Sundquist) Bridge
County Road FAS 607
Seaside, Oregon - Clatsop County

DATE: September 9, 1974

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: L. W. Rulien, Project Management Engineer

The attached Project Assessment for the Sundquist Bridge is considered adequate and a Negative Declaration is approved to cover the proposal.

for G. L. Green

Attachment
Assessment

9-12-74
cc: Rulien
Potter

RECEIVED
STATE HWY ENGR
SEP 11 '74
REFER TO
Hunt
FOR
Sign Act File

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Resident Engineer Gerald Inloes

Date August 26, 1974

A. PROJECT IDENTIFICATION

Name of Project Neawanna Creek (Sundquist) Bridge RS-459 (-) Section

Location of Project County Road F.A.S. 607 (Seaside) Highway

City Seaside County Clatsop Region II

Est. Cost $ 200,000.00 R/W & Constr. Only Length 0.03 miles Prefix 504-1412

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The proposed project requires the replacement of the existing county bridge crossing Neawanna Creek. The existing bridge is a timber structure 80 feet long and HAS 20 feet of horizontal clearance. The structure is located on County Road No. FAS 607 and is a continuation of Seaside City Street, Ave. "S". The new structure is to be designed within the present 50 foot County R/W, is to be raised in grade to provide use during the normal winter high-tide flooding, and would be 150 feet long with 32 feet of horizontal clearance and would provide for a 5-foot walkway on one side. After the new structure is completed the county will construct the roadway fill at each end of the structure. No detour will be required, as the County will close the road during construction. Clatsop County also desires to remove and salvage the existing structure.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	
Program (PE) Approval	☒	Authority for Survey 6/4/74
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☐
Formal Environmental Classification Study	☐	☐
Formal Environmental Classification Study Completed	☐	☐

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance ☐
Location (Field) ☒
Location (Office) ☐

Preliminary Design (Field) ☐
Preliminary Design (Office) ☐
Final Design ☐
Contract Plans Completed ☐

PNRS No. 7405 2 320
Date A-95 Submitted ____
Date Reply Received 6/7/74
Reply Not Required ☐

F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☒
Hearing Not Requested ☐
Hearing Requested ☐

		Date
Corridor Hearing Held	☐	
Design Hearing Held	☐	
Combination Hearing Held	☐	

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist				
Urban Economist				
Agricultural Economist				
Accoustical Engineer				
Air Quality Engineer				
Sociologist				
Urban Planner				
~~Landscape Architect~~ Water quality spec.	XXX			
Geologist	XXX			
Assistant Project Manager				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

HISTORY OF PROJECT

At a duly authorized session of the Clatsop County Commissioners on April 10, 1974 a request for an encumbrance of future anticipated Federal allocation of FAS funds for the construction of Sundquist Bridge was authorized. The project was approved by the Oregon State Highway Division on April 30, 1974 and a Notice of Intent was subsequently circulated through the Project Notification and Review System. Comments were received from the Clatsop-Tillamook Intergovernmental Council indicating that the C.I.T.C. staff along with the City of Seaside and Clatsop County approved the project. The Fish and Wildlife Commissions also commented indicating their concern that water quality standards be maintained and interruption to the stream be minimized, also that work in the stream be confined to a June 1 to September 1 period to avoid conflicts with anadromous fish.

The existing bridge is structurally sound, but it requires temporary closure each year due to high-tide flooding. In order that this roadway be passable year-round, the structure and roadway must be raised in grade. The purpose of the new structure is to provide year-round access to the Seaside Hospital and School.

SITING

Sandquist County Road, an extension of "S" Street near the southerly end of the City of Seaside provides one of the accesses across the Neawanna Creek flood plain to the section of Seaside and surrounding area to the east of the stream. The Sandquist Bridge structure partially spans the Neawanna flood

(Use more space if required)

plain and is below the extreme high water elevations that occur during periods of combined high tides and surface water runoff. The road is closed during these periods requiring out of direction travel for both vehicles and pedestrians.

MAJOR EFFECTS

The major impacts of project construction will be temporary and confined to the project area. The proposal is to close the road to all traffic while the existing structure is being removed and replaced. For those vehicles and pedestrians that normally use this road there would be up to one and one-half miles of out of direction travel. This road is used to some extent by school children and if the road is closed beyond the June 1 to September 1 time schedule requested by the Wildlife Commission it would be an inconvenience for the school children and possibly endanger the anadromous fish habitat.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☒ Significant Amount ☐ (Explain and Assess)

Structure is to constructed within existing R/W.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☐ Yes ☒ (Explain and Assess)

Year-round use of road will be provided

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

The structure will be constructed on the present alignment, raising the present grade 2 to 3 feet to eliminate winter flooding.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

None

J. TYPE OF DOCUMENT REQUIRED

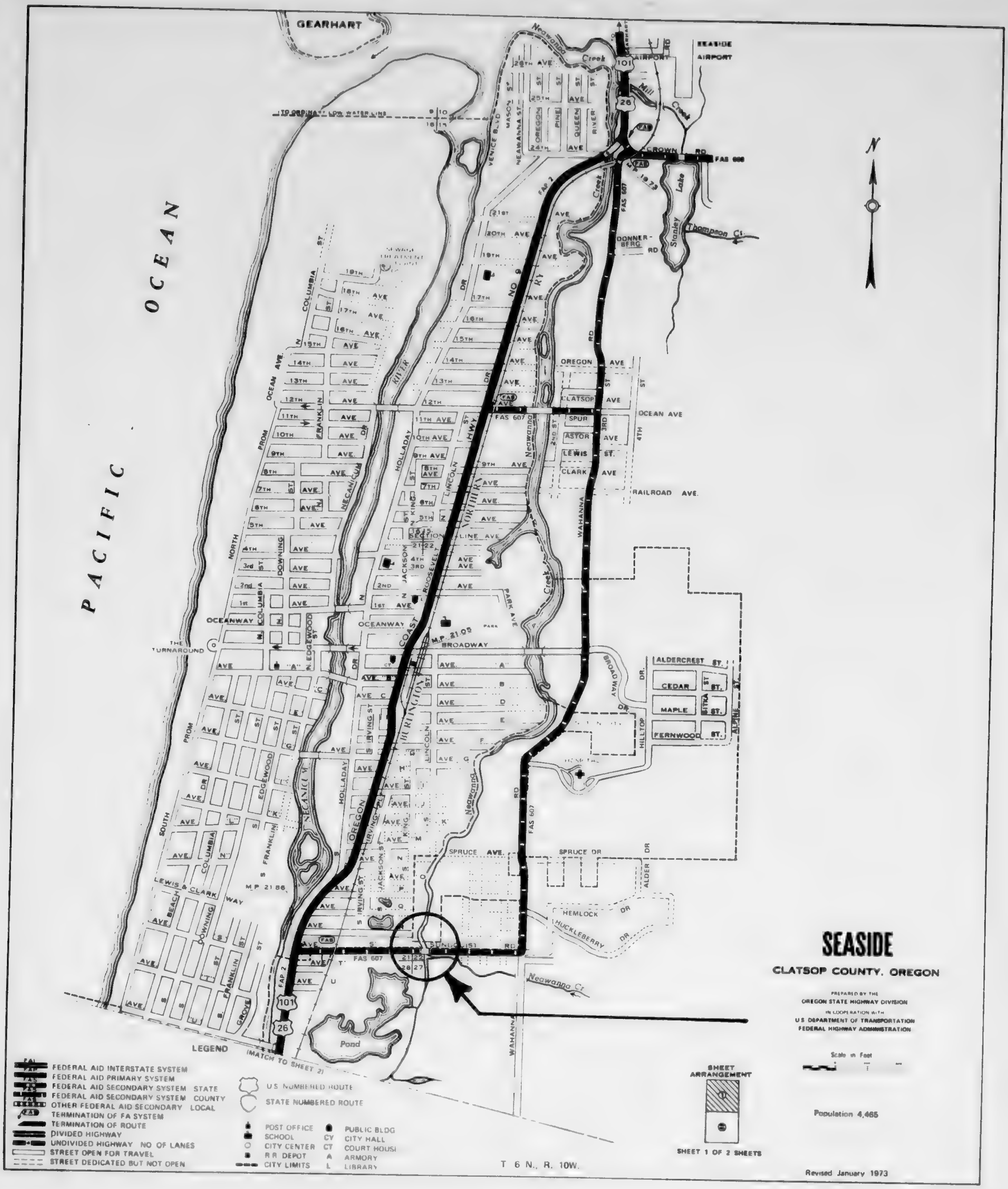
Draft E. I. S.	☐	Negative Declaration	☒	Statewide Negative Declaration	☐
Final E. I. S.	☐	Section 4(f)	☐	Environmental Assessment	☐

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document

Date

FHWA AREA ENGINEER



SEASIDE

CLATSOP COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,465

Revised January 1973

F.E. Terpin

RECEIVED
AUG 13 1974
PROJECT MANAGEMENT SECTION

PREFIX NO. 4-1411

LOCATION PROSPECTUS
NEHALEM RIVER-QUARTZ CREEK SECTION
SUNSET HIGHWAY
CLATSOP COUNTY

HIGHWAY: Sunset. State Primary No. 47; Federal-aid Primary No. 27.

TERMINI: The westerly terminus is at the Nehalem River Bridge (MP 21.79). The easterly terminus is at the Quartz Creek Bridge (MP 24.15).

LENGTH: 2.36 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for slide corrections and construction of a passing lane from Jewell Junction to Quartz Creek Bridge. Preliminary surveying and mapping was previously done under slide correction prefixes 38-1402 and 4-1407. A special drainage problem exists at MP 22.6. An economic analysis is not needed at this time. Bike paths will be considered.

CHARACTERISTICS: Present ADT is 3,050; projected ADT is 5,185.

STANDARDS: Class A(4). Deviations from standards are anticipated in gradient and construction of Class A(2) highway.

TYPICAL SECTION: Three 12-foot travel lanes, 10-foot shoulder on westbound lane and 4-foot shoulder on eastbound passing lane.

BASE DESIGN: To be determined by Soils Unit.

ACCESS: No change in status.

MATERIAL: Quarry just east of Quartz Creek Bridge will provide suitable material.

ADD'L FACILITIES: None affected.

AGREEMENTS: Telephone, electric and water utilities will need relocation agreements. Also agreements with Clatsop County will be required.

PARKS: None affected.

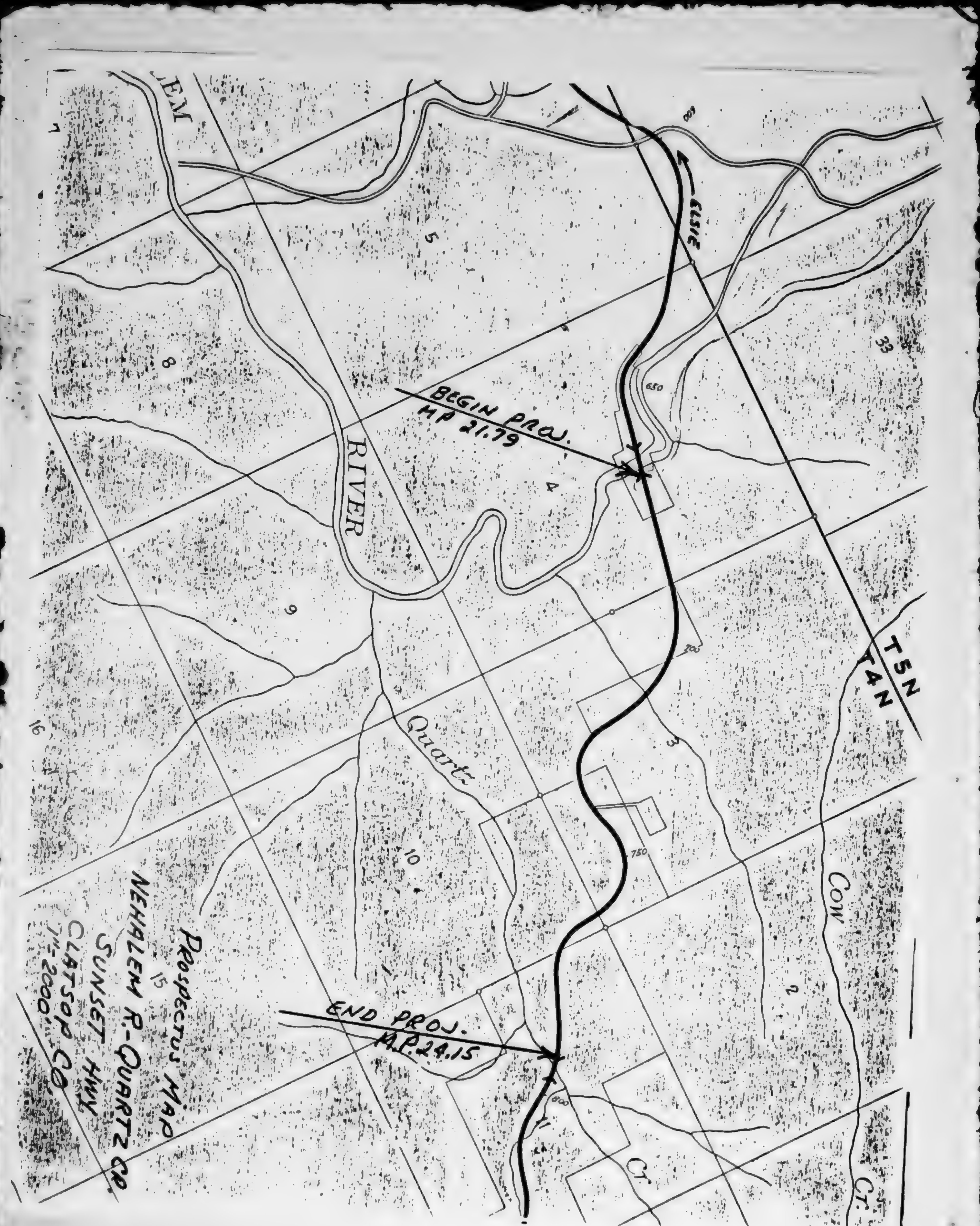
#

August 9, 1974
Attach
cc Federal Highway Administration (3)
E.S. Hunter
L.E. George
D.H. Moehring
V.D. Wolfe
H.S. Cox
R.E. Olson
R.E. Royer
F.W. Yarbrough (2)

Ed Hardt (3)
R.L. Schroeder
W.J. Hart (3)
L.W. Rulien
J.M. Cartwright (2)
B.L. Gifford
R.P. Wellbrock
C.G. Swenson

A.E. Johnson
J.B. Boyd (3)
C.T. Keasey
J.H. Versteeg
R.N. Chase
A.D. Olson
J.A. Rowland
F.E. Terpin

RECEIVED
AUG 13 1974
PROJECT MANAGEMENT SECTION


PROSPECTUS MAP
NEHALEM R.-QUARTZ CR.
SUNSET HWY.
CLATSOP CO.
1"=2000'

1207

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 3, 1974

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook
Intergovernmental Council
Post Office Box 488
Cannon Beach, OR 97110

FROM L. W. Rulien
Project Management Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Administrative Dist. No. 1
Neawanna Cr. (Sandquist) Bridge
FAS 607
Clatsop County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 10, 1974.

BLG:bb

Attachment
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
E. L. Everton
C. O. Fredrickson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only — 1-8] PNRS # — 9] CARD TYPE: — Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Neawanna Cr. (Sandquist) Bridge Dist. 1

11 — 12] PROJECT LOCATION CITY [45: FAS 607 Seaside — 46] PROJECT LOCATION COUNTY [79: Clatsop

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: Construct a reinforced concrete bridge with a 32-foot roadway and a 5-foot sidewalk

06 — 12] [71: on the downstream side. Guardrail to be furnished by contractor and stockpiled at

07 — 12] [71: site.

08 — 12] [71: County will sign project outside work area, construct the approaches and connections,

09 — 12] [71: install the guardrail on the approaches, remove and dispose of the existing bridge,

10 — 12] [71: and place the riprap.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
156,000		22,000	22,000		200,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 — REGIONAL Yes ☐ 31 No ☐ 32 — LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June — 43] DAY [44: 10 — 45] YEAR [46: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 3, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 3, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Road Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 2
(c) State Senatorial District(s) Number(s) 1

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

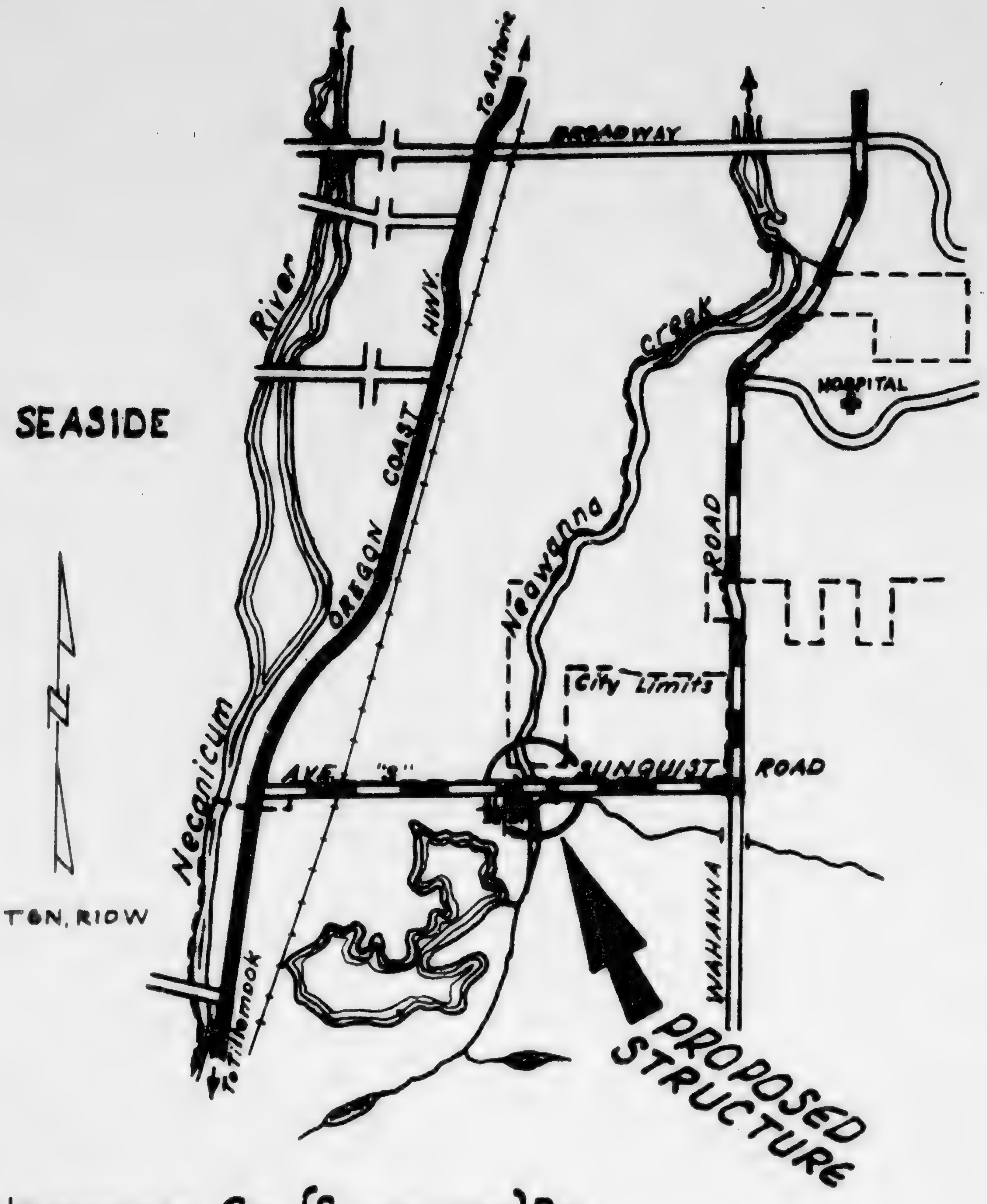
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(E) Appropriate environmental impact statements will be prepared and comments sought.

17(F) No housing relocation required.

1. This project is proposed by Clatsop County.
2. The need for right-of-way is questionable at this time.
3. Hearings will be offered if right-of-way is required.



NEAWANNA CR. [SUNQUIST] BR.
SUNQUIST ROAD FAS 607
Clatsop County

3207

R

April 23, 1974

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Proposed County FAS-C Project
Proposed County FAS-C Cancellation

Attached are tabulations describing two proposed Federal-aid Secondary projects--one in Clatsop County and one in Jackson County. Jackson County is also requesting the cancellation of a previously approved Federal-aid Secondary project.

The project requested by Clatsop County is for a bridge over Neawanna Creek on Sandquist Road, FAS 607. The FAS funds required for this structure are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

The request by Jackson County is for a bridge over the South Fork of Big Butte Creek near the city of Butte Falls on FAS 15-101. The FAS funds required for this structure are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

Jackson County is also requesting the cancellation of the Summit-Howard Prairie Road Section on Dead Indian Road, FAS 15-500. The County has completed this project with their own forces.

These projects will be on the agenda for the April 30 meeting and I recommend your approval.

Attachments

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
H. S. Cox
C. O. Fredrickson
A. Shirley, Jr.
Gary Sund
R. E. Whipps

HR:ljt kmb

[illegible]

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1974

FILE:

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G
~~TO:~~

SUBJECT: Proposed County FAS-C Projects
Proposed County FAS-C Cancellation

FROM: Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the maps and tabulations locating and describing two FAS-C projects; one in Clatsop County and the other in Jackson County. Also included is a request for the cancellation of an FAS-C project in Jackson County.

The project requested by Clatsop County is for a bridge over Neawanna Creek on Sandquist Road, FAS 607.

Jackson County is requesting a bridge project over the S. Fork Big Butte Creek near the City of Butte Falls on FAS 15-101.

Jackson County is also requesting the cancellation of the Summit-Howard Prairie Road project on Dead Indian Road, FAS 15-500.

If satisfactory, would you please present these projects to the Oregon Transportation Commission for approval at their April 30 meeting. A draft of a suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLATSOP	607	Neawanna Creek (Sandquist) Bridge Section. (3-year advance on FAS funds)	$ 200,000	$ 22,000
JACKSON	15-101	S. Fork Big Butte Creek (Butte Falls) Bridge Section. (3-year advance on FAS funds)	200,000	22,000
		SUBTOTAL	$ 400,000	$ 44,000

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

JACKSON	15-500	Summit-Howard Prairie Access Road Section, Dead Indian Road	$ 220,000
		SUBTOTAL	$ 220,000
		TOTAL	$ 180,000

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	---	4,108,000
Unprogrammed Balance	---	4,252,000	4,252,000
Projects Proposed - 4/30/74	---	180,000	180,000
Unprogrammed Balance	---	$4,072,000	$4,072,000

74-c
4/18/74

CLATSOP COUNTY
Proposed FAS-C Project

FAS 607: Neawanna Creek (Sandquist) Bridge Section. Structure only, $200,000.

Construct a reinforced concrete bridge with a 32-foot roadway and a 5-foot sidewalk on the downstream side. Guardrail to be furnished by contractor and stockpiled at site.

State to make survey and plans and award contract.

County will sign project outside work area, construct the approaches and connections, install the guardrail on the approaches, remove and dispose of the existing bridge, and place the riprap.

NOTE: Clatsop County is requesting a 3-year advance on their future FAS funds for this project.

74-c
4/18/74

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated Federal Allocations of FAS Funds

(FAS 607)

Dear Sir:

Clatsop County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $210,000.00. This is the estimated additional fund needed by Clatsop County for the Neawanna Creek Section on Sundquist County Road, FAS 607. Since Clatsop County's annual Federal allocation is approximately $70,000.00, this represents all or a portion of its funds for the fiscal years 1976, 1977, and 1978, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Clatsop County XXXXX/Board of Commissioners at Astoria, Oregon, on April 10, 1974.

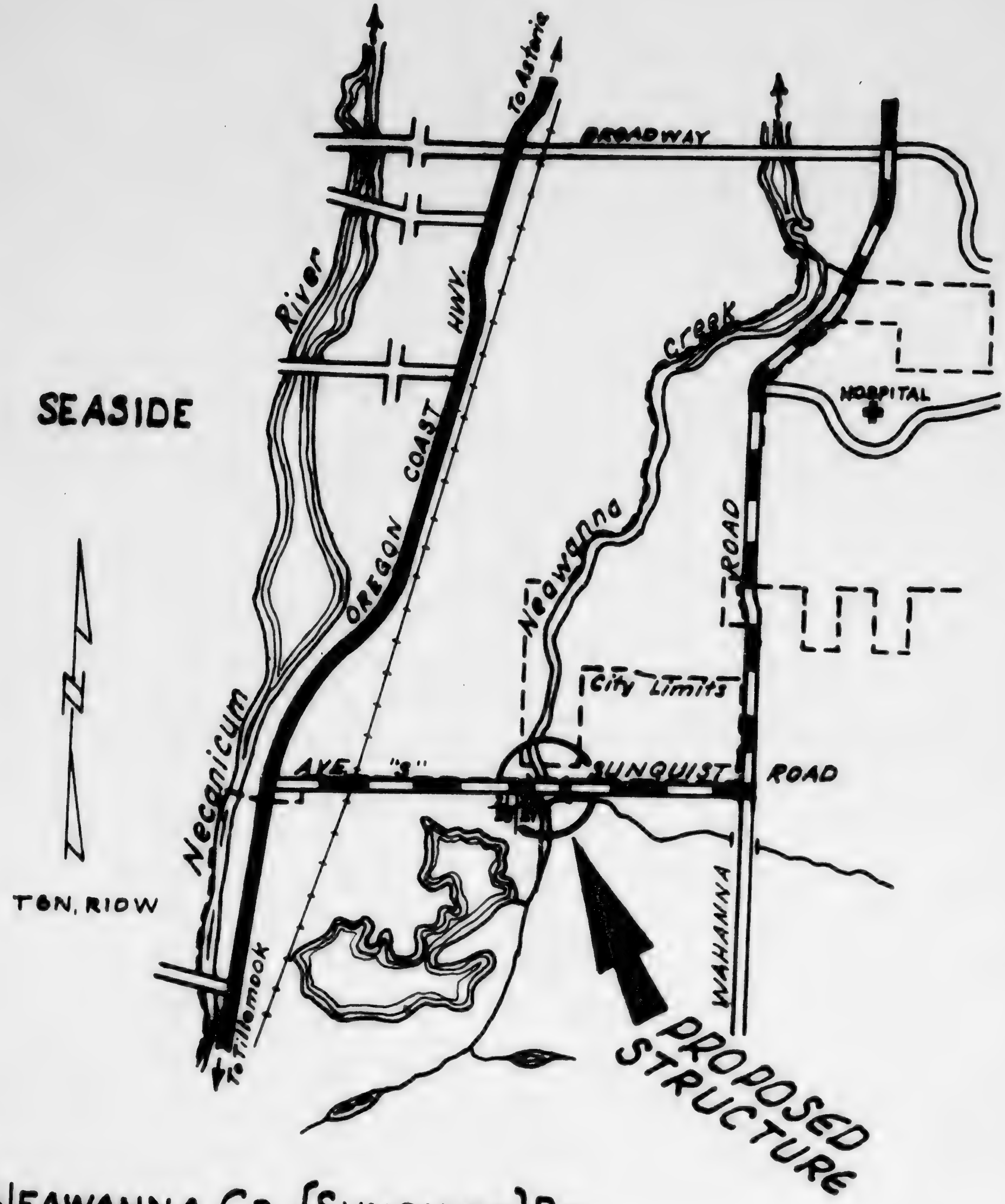
__________ County, by and through
its County Court/Board of Commissioners

By __________
Judge/Chairman

By __________
Commissioner

By __________
Commissioner

✓



NEAWANNA CR. [SUNQUIST] BR.
SUNQUIST ROAD
FAS 607
Clatsop County

[illegible]

CLATSOP COUNTY
Courthouse . . . . Astoria, Oregon 97103

April 19, 1974

To: Mr. Si Cox
City-County Division
Oregon State Highway Department
Salem, Oregon 97301

From: Harold M. Olsvick, Engineer
Clatsop County Courthouse
Astoria, Oregon 97103

Subject: Bridge data on Sundquist bridge

D.G.T. [illegible]

Dear Si:

Confirming your discussion with Mr. Dooley regarding the approaches to the proposed bridge on the Sundquist road, Clatsop County will furnish the fill and surfacing and place same on the approaches. Please omit the impact slabs from the plans.

Sincerely yours,

H. M. Olsvick

Harold M. Olsvick, Engineer

Copy to:- I.H. Versteeg
Walt Hart
C.G Swenson

RECEIVED
COUNTY & CITY SECTION
APR 22 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

HMO/jc

607- Clatsop

4-10-74

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COUNTY & CITY SECTION
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☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
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Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated Federal Allocations of FAS Funds
(FAS 607)

Dear Sir:

Clatsop County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $210,000.00. This is the estimated additional fund needed by Clatsop County for the Neawanna Creek Section on Sundquist County Road, FAS 607. Since Clatsop County's annual Federal allocation is approximately $70,000.00, this represents all or a portion of its funds for the fiscal years 1976, 1977, and 1978, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Clatsop County XXXXXX/Board of Commissioners at Astoria, Oregon, on April 10, 1974.

__________ County, by and through
its County Court/Board of Commissioners

By Hiram Johnson
Judge/Chairman

By __________
Commissioner

By David W. Megrath
Commissioner

✓

607-Clatsop

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clatsop FAS No. 607 Date 4/10/74
County Road Name Sundquist
Section Name Neawanna Creek
Type of Project Bridge
Location of Project (Attach sketch map) S.W. 22 TWP 6 N R10W. W.M.
ADT ______ Design Speed ______

Is this request for county bridge design only? Yes ______ No X
county FAS bridge design? Yes X No ______
Will County hire consultant for this project? Yes ______ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______ Total Travel Width ______
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ______
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
APR 11 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired_____________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?_____________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County___________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes____ No_____**

14. **Will County adjust structure to additional width? Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. **Does County wish State to permanently stripe project? Yes_____ No_____**

19. **Will County do striping?** Yes_____ **No_____**

20. **Does County wish guardrail** installed? **Yes_____ No_____**

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, **must be installed before FHWA** will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, **it must be** done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Neawanna Creek
2. Name of bridge Sundquist
3. Dimensions of existing bridge. Length 80 Roadway Width 20
4. Type of design and material used in existing bridge. Timber
5. Location (please attach map with location marked):
Section SW 22 Township 6N Range 10W W.M.
6. Desired width of proposed bridge 32 Approx. length 150
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes__X__No______
Upstream__________Downstream___X______Width___5____

8. Does County wish a particular type of bridge design? Yes__x__No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__Prestressed Concrete slab, most economical______
______type piling & cap______________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No__X___
Explain____
____
____

10. Foundation Testing: By County? Yes______No__X___
By State? Yes__X___No______

11. Will County close road during construction? Yes__X___No______

12. Can presently established road be used as detour? Yes______No__X___

13. Must a new detour be constructed? Yes______ No__X___

14. Will detour be constructed & maintained by County? Yes______ No__X___

15. Will detour be constructed & maintained by Contractor? Yes______ No__X___

16. Will County sign project outside work area during construction?
Yes__X___No______

17. Will Contractor sign project outside work area during construction?
Yes______No__X___

18. Approaches or Connections by County Yes__X___ No______
by Contractor Yes______ No__X___
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No__X___

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes__X__ No_____
By County __X__ Contractor_______
Right side only? Yes______ No______
Both sides? Yes__X__ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes__X__ No (Determine at pre-job Confer.)
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X__ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X__ Size___________
Company_____________________________________
b. Sanitary sewer mains: Yes________ No__X__ Size___________
Company_____________________________________
c. Storm sewer: Yes________ No__X__ Size___________
Company_____________________________________
d. Gas mains: Yes________ No__X__ Size___________
Company_____________________________________
e. Power lines: Yes________ No__X__ Size___________
Company_____________________________________
f. Telephone lines: Yes________ No__X__ Size___________
Company_____________________________________
g. Other Utilities:_____________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X__

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X__

26. Does County wish complete job of illumination in project?
Yes________ No__X__

27. Is project contingent upon other factors? Yes_______ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:

Remarks re Section II: Present bridge will become County property County wishes opportunity to concur in time schedule of contract.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 50 Minimum 50

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes_____ No_____

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:______________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No X
If yes, give type and name of utility company:______________________

13. Are utilities on existing right-of-way by permit ______ or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district______________________
and dates between which water can be turned off: From______________ To______________

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad______________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight______________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Some debris removal under existing bridge will be necessary.
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ________ Section ____ Township ________ Range ______ W.M.
4. If County lease, what are royalty payments? ________
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 200,000.00
2. Available FAS Funds $ 289,000.00
3. Does County wish advancement of future Federal funds? Yes X No ____
   Amount 210,000.00
4. Date match money is available Presently
5. Will there be any 100% County money? Yes ____ No X
6. Maximum amount of 100% County money available: $ ________
7. Date County requests letting: As soon as possible

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Hiram C. Johnson
County Judge or Comm. Chairman

By ________
County Commissioner

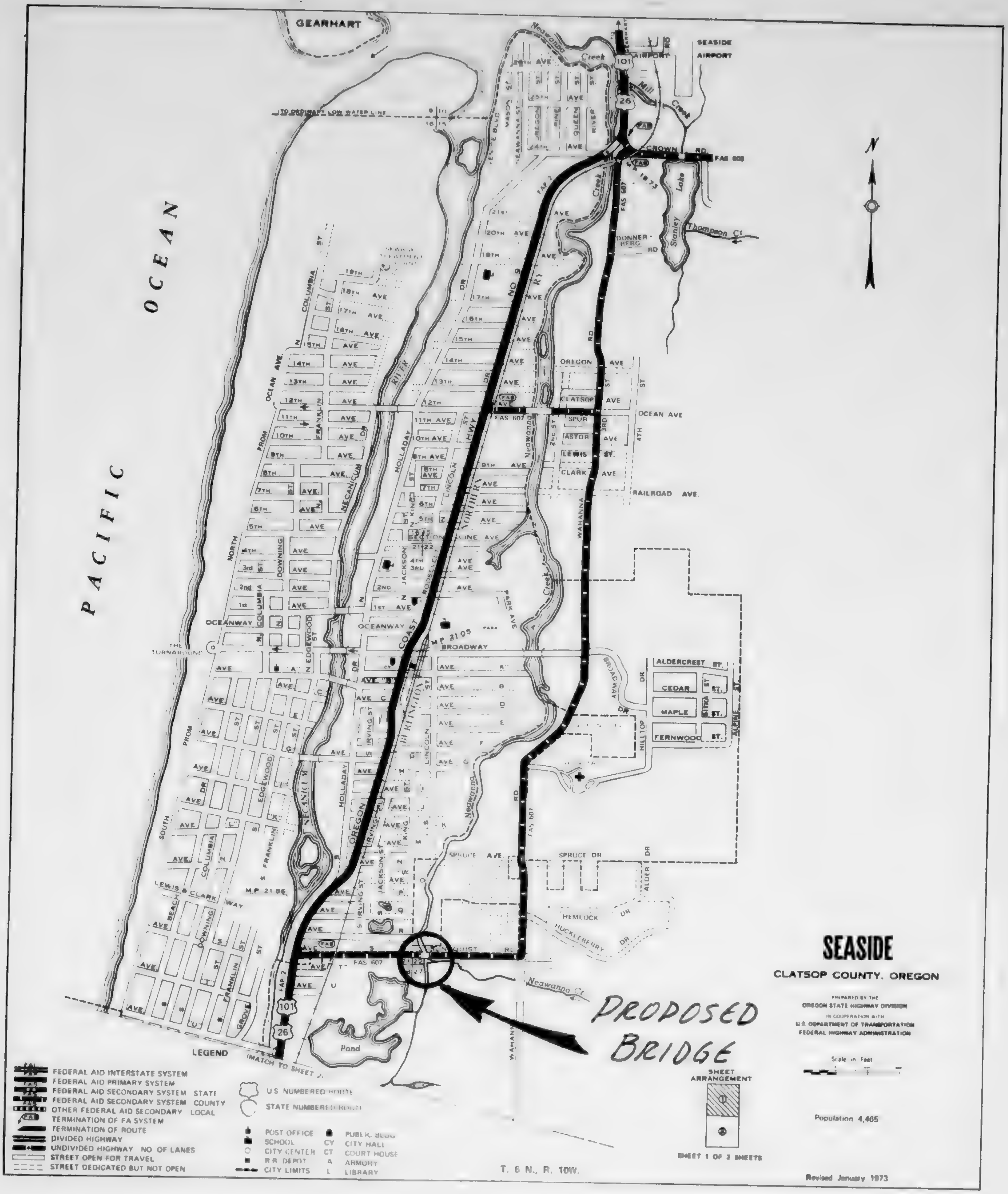
By ________
County Commissioner

By N. M. Olsnick
County Engineer or ~~Roadmaster~~

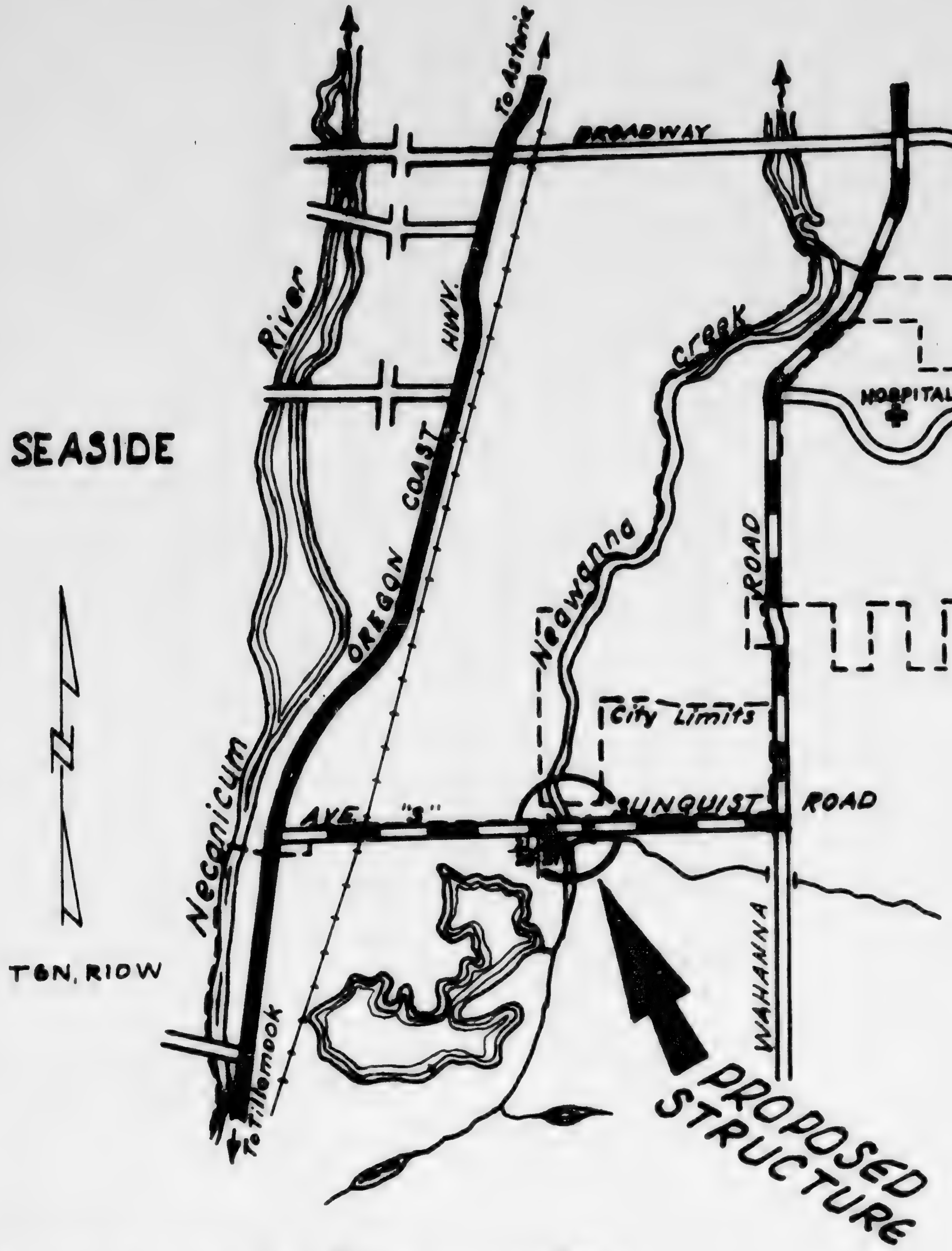
County Clatsop
Date April 10, 1974

Robert H. Runge
O.S.H.D. Field Engineer

Date 4-15-74



PROPOSED BRIDGE



NEAWANNA CR. [SUNQUIST] BR.
SUNQUIST ROAD FAS 607
Clatsop County

604-031

Form E-130-B—[illegible]—4-[illegible]

SPA

State Printing [illegible]

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES

Sheet .... of ....

Bridge over Log of FAS 607 Road and mile No. .... County Clatsop

Inspected by C S & W O Date 4/24/63 Bridge No. ....

0.00	N. End, Jct Old FAP-2 at N. Edge of Seaside. Oil. mac. W.S		
0.03	R.R. Xing. 1 Track. X bucks.		
0.63	12th Ave (FAS 607 Spur), Rt.		
1.24	Road Inter. Broadway St. Lt.		
2.02	Road Ahead. Turn Rt.		
2.24	Neawanna Creek 11144	H-20.	3-21', 1-20' P.T. spans. 6x10 dk. 8-6x18 strs. 1/4" oil mac. HC 18'-9" DS 14' 1955
2.34	Gravel Bunkers Rt.		
2.45	Equipment Shed Rt.		
2.46	RR Xing. 1 Track. X bucks. Stop signs.		
2.55	S. End, Jct FAP-2 at "S" ave & Holliday St. in Seaside.		

FAS 607 spur. (12 th St.)

0.00	E. End, Jct FAS 607, Mp 0.63		
0.08	Road Inter.		
0.12	Neawanna Creek 8713	H-20.	8-25' R.C. Prec Bm spans on Tr. P.T. 4'-6" swks. HC 26'-0" DS 18' 1960.
0.24	RR Xing. 1 Track. X bucks.		
0.25	W. End, Jct FAP-2 at Rosevelt & 12th St.		

Form E-135—3M—11-52
State Printing 61677

604-031

Oregon State Highway Departme
BRIDGE INVENTORY INSPECTION R..ORD
GENERAL SHEETS FOR ALL SPANS FAS. 607

Sheet 1 of

Bridge over NEAWANNA CREEK Road and mile No. 02.42 County CLATSOP
Running description 3-21', 1-20' P.T. spans Sec. Twp. R. Bridge No. L1149
Built by COUNTY Load rating capacity H-20
Inspected by BANGERT Date 7-23-59 Date built 1955 Cost
Maintained by

SUPERSTRUCTURE (Make sketch for additional details)

Drawing No.

SPANS			STRINGERS				DECK			HANDRAIL		
No.	Length c to c	Type	No.	Size	Spacing	Species and Treatment	Size	Width	Species and Treatment	Felloe Guard	Railing	Posts
1&2	21'	P.T.	8	6x18	32"	CREO.	6x10	20'	CREO.	8x8	3x8	6x8
3	20'10"	"	"	"	"	"	"	"	"	"	"	"
4	20'2"	"	"	"	"	"	"	"	"	"	"	"
										"	"	"
										H.R.	WOLM	TRTD.

Curvature — Super elevation — Skewed — Grade
Stringer bearings 14" Bridging 3x12 @ M.S. Surfacing 1/4" BROKEN
Overhead clearance OPEN Roadway between curbs 18'9" Sidewalks —

SUBSTRUCTURE (Make sketch for additional details)

Drawing No.

SUPPORT		BENTS							PIERS		ABUTMENTS		
			Posts or Piling				Footings						
No.	Type	Cap	No.	Size	Spacing	Sill	Size	Type	Size	Type	Height	Width	Wings
1To5	P.T.	14x12 CREO.	4	11"ϕ	74"						#1 = 1-6x18 #2 = 1-6x18 + 3-4x12 CREO.		

Channel: Width 25' Depth 5' Material LOAM Drainage area
Condition of banks STABLE Overflow — Height deck to: Streambed 13'6" Highwater 4'6"
Can structure be replaced with culvert or pipe? —
Posted load limits —
Recommendations for: New replacement — Repairs
Traffic survey data: A , B , C , D , E , F , G , H , I

Condition data: (Take pictures and make sketches for additional data)

Waterway ADEQUATE, CLEAR
(Adequate, clear, clogged, inadequate, endangering structure)

Abutments, piers, or bents
(Scoured, undermined, cracked, decayed, season check, good condition)

— NEW BRIDGE —

Deck
(Unsurfaced, worn, rough, decayed, needs replacement, good condition)

Stringers
(Grade, decayed, cracked, season checked, broken, effective section modulus)

Sidewalks
(Size deck, stringers, cracked, decayed, season checked, good condition)

Handrail
(None, painted, cracked, broken, decayed, good condition)

Available detour

Additional remarks:

Form E-136—6M—11-56

State Printing 16169

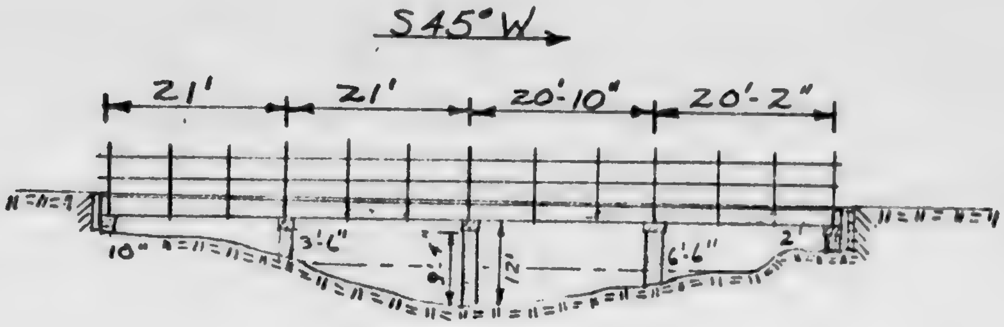
Oregon State Highway Department

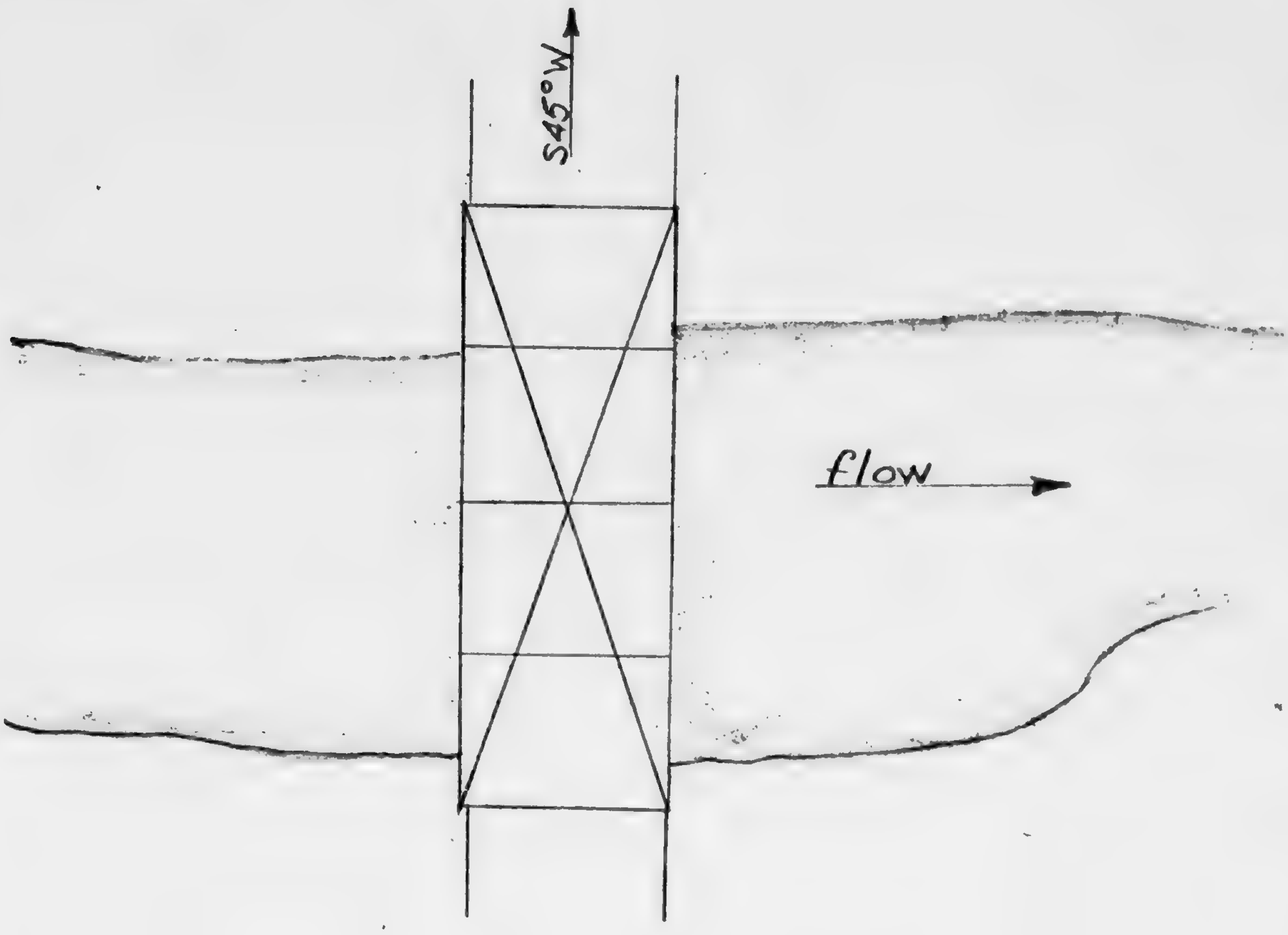
BRIDGE DESIGN SECTION

Sheet

Bridge Neawanna Cr. F.A.S. 607 @ 2.42 County Clatsop

Calculations by Bangert Date 7-22-59 Bridge No. 11149





8208 N. Oakland Intchge. Sec. 1975
Pac. Hwy. N. of Roseburg
(Grade, pave, struct. & sign)

#8201

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

July 2, 1980

In Reply Refer to
File No.: CON

Don Fritz
Canby Union Bank
P.O. Box 190
Canby, OR 97013

Re: Workman Contractors Inc.
Contract 8208

The above contract with Workman Contracts, Inc. has been finalled and you may release the remaining securities directly to the contractor.

Vernon E. Skoog
Controller

by ______________________________
Janice Peterson
Contract Accounting Supervisor

JP:cw

cc: Workman Contractor's Inc.

bc: R. Gormsen
R. Church
C.W. Barrett, (Att.)

Form 734-3122

8208

June 19, 1980

Mr. M. M. Stebbins
Bond Claim Department
United Pacific Insurance Company
33405 - 8th Avenue So., C-3000
Federal Way, WA 98003

CON 5
#8208

Dear Mr. Stebbins:

This will acknowledge receipt of your letter dated June 11, 1980, and attached Release and Assignment signed by Farwest Steel Co. in the amount of $1,732.20 and releasing Workman Contractors, Inc. from all claims filed by Farwest Steel Co.

This is in connection with the Workman Contractors, Inc. Contract No. 8208 for work on the North Oakland Interchange Section of the Pacific Highway in Douglas County.

As stated in your letter, it appears that this should close the file in its entirety and this information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

gnk

cc: Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

NOTED ON CARD
6-19-80 kv

bc: C. T. Keasey
Walt Hart
Jack Sollis
Janice Peterson
E. S. Hunter
Alfred Shirley

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

33405 8TH AVE. SO. ▪ C-3000 ▪ FEDERAL WAY, WA. 98003 ▪ AC 206-952-5000

June 11, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97301

Robert W. Gormsen
Commission Services

Dear Mr. Gormsen:

74-02240
Workman Contractors, Inc. - State of Oregon
Bond U-775049
Oakland Interchange Contract #8208
Your File: CON 5 8208

The final Release and Assignment has now been returned to us by Farwest Steel Company. With that Release, copy of which is attached, I believe we are now in a position to close this file in its entirety.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. H. Stebbins
Bond Claim Department

db
cc: Harold Workman

RECEIVED
JUN 16 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE AND ASSIGNMENT

IN CONSIDERATION of the payment of One thousand seven hundred thirty-two and 20/100------ ($ 1,732.20-----------) Dollars by UNITED PACIFIC Insurance Company, receipt of which is acknowledged, the undersigned releases said company from all claims of any nature which the undersigned may have against said company as surety on bond covering the following contract:

Name of Contractor Workman Contractors, Inc.

Name of Obligee Oregon State Hiwy. Division

Description of Contract Grading, paving, structures, & signing, N.
Oakland Interchange, Pacific Hiwy., Douglas County, Ore.
Contract No. 8208

In further consideration of the aforesaid payment, the undersigned hereby assigns, transfers and sets over to said Surety its above-mentioned claim against said contractor together with all of its right, title and interest in and to all lien rights in connection with any mechanic's lien, stop notice, verified claim, or notice to withhold which may have been filed by the undersigned against the property which is the subject of the improvement or the funds due or to become due to said Contractor for the construction of said work, and in and to any suit or suits brought by the undersigned to foreclose such mechanic's lien, stop notice, notice of claim, or notice to withhold; and the undersigned constitutes said assignee its true, lawful and irrevocable attorney to demand, receipt for and enforce payment of the said claim, and at its own expense to sue for the said sum so assigned either in the name of the undersigned, or in its own name.

As a further inducement to Surety for making payment at this time, undersigned hereby agrees that all guarantees and warranties required under the terms of the aforesaid contract pertaining to the work, labor and materials furnished by the undersigned shall remain in full force and effect in accordance with their terms which, however, shall not be extended nor enlarged hereby.

WITNESS

FARWEST STEEL CO.
(Name of Claimant)

By
(Title)

BC-40 Ed. 4/72

CERTIFIED MAIL April 21, 1980
RETURN RECEIPT REQUESTED

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, Washington 98402

CON 5
#8205

Attention: H. H. Stebbins
Bond Claim Department

Gentlemen:

Enclosed are two checks (which total $28,478.59) payable to United Pacific Insurance Company. This is final payment on Contract No. 8205.

Please proceed to pay the four claims listed here:

a)	Durbin Construction Co.	
b)	Roseburg Paving	$ 5,913.43
c)	Safety Guardrail	$13,709.15
d)	Farwest Steel	$ 7,123.81
		$ 1,732.20
		$28,478.59

When these claims have been paid, please submit proof of payment. When we receive proof of payment, we will release United Pacific/Reliance and Workman of any obligation in connection with Contract 820[illegible].

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:fkn
Atts. Check #39569 for $16,589.17 and Check #004103 for $11,88[illegible].42
cc Mr. Harold Workman
Workman Contractors, Inc.
Route 3, Box 335
Aurora, OR 97002

bc C. T. Keasey
Walt Hart
Jack Sollis
Jan Peterson
Ed Hunter
Alfred Shirley

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE: 9/11/80

BILLING REQ. NO.: CA 6834

YOUR ORDER NO.:

CREDIT DISTRIBUTION:

BILL TO:

Code: WORKMAN

United Pacific Insurance Co.
Bond Claim Dept
728 St Helens Ave
Tacoma, WA 98402

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

Securities deposited in lieu of retainage on contract 8208 with Workman Contractors Inc. to be remitted to surety for payment of contract claims

Please give warrant to Jan for delivery to Bob Gormsen

Invoice 2606 610-1056

QUANTITY	UNIT PRICE	TOTAL PRICE

Advance Deposit Amount
Advance Deposit Previously Transferred to Highway Fund $ 11,889.42
Balance $
Transfer to Highway Fund $
Refund Due 04103 $ 11,889.42

Amount Due $

Partial or final request for billing: Final

Number of the previous request in connection with this service.

Submitted by: Janice Peterson

Approved, V. E. [illegible]

734-1191 (Rev. 1-79)

SP*35736-734

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of Transp
G, SALEM, OR
March

Route 3,
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letter is to request you t
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$28,478.59
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VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 25, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8208

RECEIVED
TECHNICAL SERVICES
MAR 26 '80
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

NOTED
E. S. HUNTER

Mr. Don Fritz
Canby Union Bank
P. O. Box 190
Canby, OR 97013

Dear Mr. Fritz:

Mr. Workman of Workman Contractors, Inc., Route 3, Box 335, Aurora, Oregon, entered into a contract with us for work on the North Oakland Interchange in Douglas County, Oregon. The contract (our number 8208) was awarded May 29, 1975, work was completed September 13, 1976, and accepted by the Department on August 18, 1978.

A number of claims were filed against the contractor. These claims were disputed. However, a letter dated March 10, 1980, from the surety, United Pacific/Reliance Insurance Co. (728 St. Helens Avenue, Tacoma, WA 98402), contained a final listing of claims. They also stated that these amounts were satisfactory to the creditors:

Durbin Construction Co.	$ 5,913.43
Roseburg Paving	13,709.15
Safety Guardrail	7,123.81
Far West Steel	1,732.20
TOTAL	$28,478.59

We are now prepared to settle these claims using $16,589.17, the final contract payment due Workman, and the balance of $11,889.42 from the two time deposits totaling $25,000 and held by your bank for our benefit.

This letter is to request you to send to us a cashiers check payable to the Department of Transportation, Highway Division for $11,889.42 from the Workman time deposits.

We will then proceed to pay the creditors shown on the previous page through the surety. The surety is award of our plan and is in agreement with it.

Thank you for your cooperation.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr

cc: Workman Contractors, Inc.
Route 3, Box 335
Aurora, OR 97002

United Pacific/Reliance Insurance Co.
Attn: H. H. Stebbins
Bond Claim Department
728 St. Helens Avenue
Tacoma, WA 98402

bc: Jack Sollis
✓ Ed Hunter
V. E. Skoog (Attn: Janice Peterson)
Jim Kinns
C. T. Keasey (Attn: Warren Richards)
Bob Church

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 18, 1980

Mr. Harold Workman
Workman Contractors, Inc.
Route 3, Box 335
Aurora, OR 97002

IN REPLY REFER TO
FILE NO.:
CON 5
#8208

NOTED
E. S. HUNTER

Dear Mr. Workman:

Enclosed is an assignment of your interest in Contract No. 8208 to the surety. Please sign and return it to 121 Transportation Building, Salem, OR 97310.

When we receive this, we will draw $11,889.42 from the Canby Union Bank and combine it with the $16,589.17 which is due you on the job. These total $28,478.59 - the amount of the four claims against the job. We will send this amount to the surety.

The surety will then pay the claims and submit proof of payment to us. When we receive that, we will release you and the surety of all liability.

Thank you for your cooperation.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RWG:fkn
cc United Pacific Insurance Company
Attn: H. H. Stebbins
Bond Claim Department
728 St. Helens Avenue
Tacoma, Washington 98402
Ed Hunter
Jack Sollis
V. E. Skoog Attn: Dick Hacek
C. T. Keasey Attn: Warren Richards
Bob Church

RECEIVED
TECHNICAL SERVICES
MAR 1[illegible] '80
REFER TO
FOR

Form 81-734-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dullar ($ 1.00) Dollars, to them paid, Workman Contractors, Inc., hereby sell, assign and transfer the within claim for all rights and interest and rights to payment for Oregon State Highway Division Contract 8208 on the North [illegible] ~~Ashl~~and Interchange

to United Pacific/Reliance Insurance Co.

said United Pacific/Reliance Insurance Co. and authorize and empower and in their name, place and stead, to act as agent for them which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 19......

Executed in the presence of us as witnesses:

....

....

....
Workman Contractors, Inc.

....

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206-383-1481

March 10, 1980

Department of Transportation
Transportation Building, Room 121
Salem, Oregon 97310

Robert Gormsen
Commission Services

Dear Mr. Gormsen:

74-02240
Workman Contractors, Inc. - State of Oregon
Bond U-775049
North Oakland Interchange Contract #8208

This will confirm our telephone conversation of Thursday, March 6, 1980 concerning the above-captioned matter and more specifically various ways in concluding this contract.

I have now heard further from Mr. Workman relative to the amount he admits owing various creditors on this particular job. Mr. Workman has met with these creditors and the creditors do agree with these figures. The claims outstanding on this job are as follows:

Durbin Construction Company	$ 5,913.43
Roseburg Paving	13,709.15
Safety Guardrail	7,123.81
Far West Steel	1,732.20
Total	$28,478.59

As I have informed you earlier, there is on deposit in the Bank of Canby a security fund totaling approximately $25,000. As I understand it from Mr. Workman, these funds have been assigned to the Bank of Canby to cover an indebtedness owed to the bank by Workman Contractors and/or Mr. Workman. This security fund is, of course, for the benefit of the State of Oregon and for the suppliers of labor and/or materials to this particular job. If no claims are asserted against the funds, then ultimately the funds would be released to Workman Contractors and/or its assignee.

In addition to the $25,000 security fund, I understand that there remains in this job a total of $16,589.17. This figure, coupled with the security fund, makes a total of $41,589.17 available for the payment of claims and is far in excess of the figure given above as the admitted amount owed to various claimants.

ADDRESS CORRESPONDENCE TO: P.O. BOX 1216, TACOMA, WASHINGTON 98401

The United Pacific Insurance Company, as Surety, would request cooperation from the State of Oregon in seeing that this job is finalized, the funds released and the various creditors paid off. I know this is of concern to the State and has been for quite sometime. Obviously, Mr. Workman also wants to get this matter concluded as soon as possible and the creditors surely want to see their money. I would like the State to consider at least one of two methods in accomplishing this end.

The first method, and this of course would be with the consent of the Surety, would be for the State to draw down on the security fund and that amount coupled with other funds in the State's hands arising out of this particular contract should be made payable in the amount set forth above for each of the creditors in the form of joint checks payable to that creditor and Workman Contractors, Inc. These funds could then be sent to this Company for distribution, or to the creditor named who could then obtain the endorsement from Mr. Workman.

Another method that should or could be considered would be the releasing by the State of Oregon to the United Pacific Insurance Company the funds remaining in their hands arising out of this contract as well as the security fund which would have to be drawn out of the Bank of Canby. We would then pay the creditors enumerated above and any funds remaining would then be returned to Workman Contractors, Inc. and its assignee, the Bank of Canby.

I would appreciate it very much if your department would review these proposals and determine whether or not the State could comply with this request. Certainly if the State has any alternative methods that they should like to suggest which would accomplish the same end, we would be more than happy to listen to same. I would appreciate your considering this matter and then contacting me at an early date.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. H. Stebbins

H. H. Stebbins
Bond Claim Department

db
cc: Harold Workman

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

January 23, 1980

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Robert Gormsen
Commission Services

Dear Mr. Gormsen:

74-02240
Workman Contractors, Inc. - State of Oregon
Bond U-775049
North Oakland Interchange Contract #8208

This will confirm our recent telephone conversation concerning the above-captioned contract.

As I informed you during our telephone conversation, Mr. Workman has been in contact with us and has provided us with a listing of amounts that he admits owing to the various subs arising out of this job. I have now had an opportunity to check with two of these creditors and I find that they do not agree with the amounts being admitted as owing to them by Workman. A meeting is to be held between Workman and one, and perhaps two, of these creditors on January 25 in an attempt to get this matter resolved.

I have also written Workman requesting that he make a resolution as to the differences between the claim of Safety Guardrail and the amount that he admits owing to them. Until there is agreement between the two parties, obviously we are not in the position to see that the accounts are satisfied.

Once Workman and the creditors agree as to the proper amounts due and owing, I should like to speak with you and see if there is a possibility that with our consent the State of Oregon could issue from funds presently being held by them or from the security funds on deposit in the Bank of Canby, payments directly to the creditors on this job. Any funds left over after such payment could then be turned over to Workman or the Bank of Canby, whom I believe has an assignment on these funds.

As soon as I have heard further from the creditors or Mr. Workman, I will again contact you concerning this situation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. H. Stebbins
H. H. Stebbins
Bond Claim Department

db

RECEIVED
JAN 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#2208

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

STATE COPY

cc: State (H. S. Coult

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-10-79

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 11-29-77	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-3(102)140
COMPLETION DATE 9-13-76	ACCEPTANCE DATE BY CONTRACT AGENCY 8-21-78	TIME ELAPSED 116 %	CONTRACT TIME 300 CWD
APPROVED EXTENSIONS 40	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH OAKLAND INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Signing and Structures

The project provided for the reconstruction of the subject intersection to eliminate the left southbound off ramp.

The contractor submitted a claim for several items of work. The claim totaled $31,619. A settlement of $8,365 was negotiated. One item covering as engineering error accounted for $7,154 of the settlement. This amount is not eligible for Federal participation. The balance of $1,211 is participating.

Support for the claim settlement is attached to Price Agreement No. 17.

RECEIVED
STATE HWY ENGR
DEC 12 '79
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12/10/79	TITLE Field Operations Engineer	DATE 12/10/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel* 2 — 4 | 5 — 8 | 9 — 12 | 13 — 15 | 16 — 18 | 19 — 22 | 23 — 24 | 25 — 27 | 28 — 30 | 31 — 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE *	COUNTY	FEDERAL PROJECT NO. *	URBAN ( ) / RURAL (X) *
Oregon 8208	Douglas	I-5-3 (102) 140	URBAN ( ) RURAL (X)

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		6203	X221	DATE STARTED * 6-5-75
	20	FINAL CONSTRUCTION COST*	DOL.	671,761	411,724	DATE COMPLETED * 9-13-76
	21	LENGTH OF PROJECT	MILES	.564	.065	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	TOTAL MAN HOURS / ROADWAY QUANTITY	GROSS EARNINGS / BRIDGE QUANTITY
	30	LABOR * *(Roadway and Bridges Combined)*			
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	374,187	229,340
	9	PETROLEUM PRODUCTS *	GAL.	37,094	9,273
	1	CEMENT	BBL.		10
CARD C	2	AGGREGATES PURCHASED	TON.	--	--
	92		CU. YD.	7,065	
	3	BITUMINOUS MATERIAL	GAL.	552,471	
	4	LUMBER	THSD. BD. FT.		350
CARD D	5	TIMBER PILING	LIN. FT.		2,000
	7	REINFORCING STEEL	LB.		238,850
	8	STRUCTURAL STEEL	LB.		16,800
	10	EXPLOSIVES	LB.	200	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		1,354
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	22,336	
	15	AGGREGATES PRODUCED	TON	--	--
	95		CU. YD.	--	--
CARD F	16	MISCELLANEOUS STEEL	LB.		9,800
	17	FENCING	LIN. FT.	--	--
	18	GUARDRAIL	LIN. FT.	6,050	--
	19	BRIDGE RAIL	LIN. FT.	--	--
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	2,634	1,615
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	--	--

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		8	310
		12	45
		18	192
		24	294
CARD J	13	CONCRETE PIPE	
		12	321
		18	148
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

* MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

1859

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8208

TO: Memo to File

DATE: October 4, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contractor's Time and Money Claim
N. Oakland Interchange Section
FAP No. I-5-3(102)140
Contract No. 8208

H. S. COULTER

Workman Contractors, Inc., contractor on the above project, has submitted a claim for approximately $32,000.00 and a request for a 40 calendar workday time extension.. Significant contract dates and times are:

Contract awarded	May 29, 1975
Construction work completed	September 13, 1976
Contract completed	July 31, 1978
Specified contract time	300 calendar workdays
Time used	340 calendar workdays
Notice of claim received	March 28, 1977
Claim partially defined	July 27, 1978

Part I - Claim Analysis

The contractor's claim for additional compensation and the agreed upon settlement is summarized as follows:

Item	Description	Claimed	Settlement
1.	Added costs due to engineering errors	$15,000.00	$7,154.70
2.	Move temporary barrier	12,272.00	0.00
3.	Flagging	280.00	136.00
4.	Traffic damage to barrier	478.13	0.00
5.	Temporary continuous rail barrier	0.00	925.00
6.	Move temporary barrier	0.00	150.00
7.	Furnish permanent signs	130.00	0.00
8.	Granular backfill material	231.30	0.00
9.	Extra work by subcontractors	3,227.60	0.00
	Totals:	$31,619.03	$8,365.70

The Resident Engineer and the contractor have agreed on the settlement amount of $8,365.70 and Price Agreement No. 17 settling all claims (except time) has been signed by the contractor. Therefore, the denied claim items will not be discussed in this memo since they are reviewed in the Resident Engineer's analysis.

RECEIVED
STATE HWY ENGR
OCT 8 '79
REFER TO
FCR
Info
Inves
R/D
D/R
Sign
Act
File

Items comprising the settlement amount are reviewed as follows:

ITEM 1 Added costs due to engineering errors.

The contractor claims that the State's engineering errors caused (1) forms for a retaining wall to be reset three times, and (2) forms for the outside beams for the bridge to be reset three times. The contractor further claims that, due to the confusion and project disruption caused by these errors, he was forced to add more supervision on the project in an effort to sort out the problems.

The contractor is basically correct in his claim. The column for Bent No. 3 was staked in error and, as is frequently the case, attempts to correct the error seemed to compound the problem. The Resident Engineer has calculated the additional labor and equipment required to reset forms for the retaining wall and the structure. These costs amount to $4,154.70. A copy of the calculations is attached to P.A. 17. The contractor did, in fact, add supervision to the project during the time period of the problems resulting from the engineering errors. Supervision is normally considered to be included in "overhead" and not considered for extra compensation. The contractor could have taken that approach here and requested added payment for increased overhead costs. In either case, the claim is valid and the contractor should be reimbursed for his increased costs. An agreed upon settlement amount of $3,000.00 for fifteen shifts of added supervision appears reasonable. This equates to $25.00 per hour for the added project supervision.

The total of this claim settlement item is $7,154.70. This item is FHWA nonparticipating.

ITEM 3 Flagging.

The contractor claims that he was not paid for 20 hours of flagging time which should have been paid under Bid Item 8 - Flagging. The time claimed is eight hours each on July 8 and July 9, 1976, and four hours on July 30.

The flagging time on July 8 was during the bridge removal operation, resulted from the method of removal, and is the contractor's responsibility. The flagging time claimed on July 9 is valid and was not previously paid due to an oversight. The flagging time claimed on July 30 has been paid.

Therefore, the eight hours of flagging time on July 9 is due the contractor. The bid price for Flagging was $17.00 per hour and a total of $136.00 should be paid under this claim item. This claim item is FHWA participating.

ITEM 5 Temporary Continuous Rail Traffic Barrier.

The contractor did not submit a claim on this item. Under Bid Item 5 - Temporary Continuous Rail Traffic Barrier, the contractor placed 31 sections for which no payment has been made. These rail sections were in place a short time and were never placed quite to specification requirements. The rail sections were, nonetheless, placed and performed the intended function. A price reduction of 20 percent has been agreed to by the contractor and this reduction is deemed to be reasonable. The unit bid price for this item was $3.00 per foot and the adjusted price for this nonspecification rail is $2.40 per foot. The amount due the contractor under this item is therefore 31 x 12.5 x $2.40= $930.00. The contractor has agreed to accept $925.00 for this item. This claim item is FHWA participating.

ITEM 6 Move Temporary Barrier.

The contractor did not submit a claim on this item. Under Bid Item 7 - Move Temporary Barrier, the contractor moved six sections of barrier to the S.W. corner of the new structure. Due to an oversight, he was not paid for moving these six sections. The contractor should therefore be paid 6 x 12.5 x $2.00 (bid price) = $150.00 for this item. This item is FHWA participating.

The contractor's claim was submitted in "bits and pieces" and many months were required to resolve and substantiate the validity of the claim items. Both the State and the contractor are responsible for delays in resolving this claim. Due to the difficulty in assigning responsibility for the delays in resolving this matter, the delays should be shared equally by the contractor and the State. Therefore, interest on this claim should be computed at the statutory rate of 6 percent for one-half of the delay time. The total delay time was from August 31, 1978 to approximately October 15, 1979, or 410 days and interest on the claim payment would therefore be computed on the basis of 205 days. (Ref. ORS 279.575 (6)) The amount of interest due is calculated to be $281.92.

The total claim settlement is therefore $8,365.70 + $281.92 = $8,647.62. Of this amount, $1,211.00 is FHWA participating and $7,436.62 is FHWA nonparticipating.

Part II - Time Extension Analysis

The contractor has requested a 40 calendar workday time extension. Resident Engineer Duval has made a detailed review of the contractor's request and recommends that an extension of 40 calendar workdays be granted. A copy of Mr. Duval's analysis is attached to this memo. I concur with his findings and an extension of 40 calendar workdays should be granted. Twenty-five calendar workdays are due to added work and are therefore FHWA participating. The remaining fifteen calendar workdays of this time extension are due to corrective work resulting from the State's engineering errors and this time is FHWA nonparticipating.

FHWA concurrence in this time extension is not required.

OBJ:fr

Att.

cc: H. S. Coulter
Alfred Shirley
Al Vohland
FHWA (Lowe)
Robert Church

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

October 4, 1979

Workman Contractors, Inc.
Rt. 3 Box 335
Aurora, OR 97002

Gentlemen:

Re: Time Extension and Claim Settlement
N. Oakland Interchange Section
Contract No. 8208

Your request for extension of contract time on the above project has been carefully reviewed. A time extension of 40 calendar workdays is granted due to work added to the project and delays resulting from engineering errors. This will eliminate all liquidated damages on this contract.

Your claims for additional compensation have been thoroughly reviewed and Price Agreement in the amount of $8,365.70 has been approved and will be mailed to you as soon as it can be processed. Interest in the amount of $281.92 will be added to this Price Agreement amount.

We remind you that no payments can be made under this contract until authorized to be released by your surety.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O B Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Alfred Shirley
Al Vohland
Cecil Head
Vernon Skoog
Robert Church

Form 734-3122

North Oakland Interchange Sec.
Pacific Highway
Douglas County
Contract No. 8208

Contractors Claim For Engineering Error.

Due to engineering errors causing disruption of the contractors work schedule and work assignments, the contractors provided additional supervision to help resolve problems caused by these errors. See item No. 3, contractors claim for time extension.

Supervisor did not appear on the payroll. Contractor claims $25.00/hr for supervisors wages, equipment and expenses.

$25.00/hr. X 8 hrs./ shift X 15 shifts = $3000.00 NP

Reset Wall Forms 3 Times.

Carpenter Foreman

(8hrs.(939 + 2.81) X 1.2069) 1.20 = $141.35

Carpenters

(32hrs.(8.79 +2.81) X 1.2069) 1.20 = $537.60

TOTAL $678.95 $678.95 NP

Bent No. 3 Column Error

Pilebuck Foreman

(6 hrs (9.49 + 2.81) 1.2069) 1.20 = $106.88

Pilebuck

(12 hrs (8.89 + 2.81) 1.2069)1.20 = $203.34

(6hrs (10.49 + 2.08) 1.2069) 1.20 = $109.23

(6hrs (9.19 + 2.08) 1.2069) 1.20 = $ 97.93

Equipment

(6hrs X $81.35) 1.15 = $561.32

(6hrs X $25.00) 1.15 = $172.50

(30 hrs (8.89 + 2.81) 1.2069) 1.20 = $508.35

(10 hrs (9.39 + 2.81) 1.2069) 1.20 = $178.13

TOTAL $1,937.68 $1,937.68 NP

FALSEWORK GRADES AND ALIGNMENT

Carpenter Foremen
(72 hrs (8.89 + 2.81) 1.2069) 1.20 = $1,220.03
Carpenters
(18 hrs (9.39 + 2.81) 1.2069) 1.20 = $318.04
TOTAL $1,538.07 $1,538.07 NP

Total Workmans Claim $7,154.70 NP

Safety Guardrail, Inc. Claim

Bid Item No. 7 -Moving tempory concrete barrier. The barrier moved and not paid for was related to bridge removal work. Traffic control for this is the contractors responsibility. (Denied)

Flagging - Bid Item No. 8
July 8, 1976 Contractors responsibility, bridge removal
July 9, 1976, Owe contractor for this date.
July 30, 1976, Paid contractor 3 hrs. this date, card signed by sub-contractor representative.

Barrier damaged by traffic:
Possible pay for barrier in place. Three sections of permanent barrier damaged by vehicle after the contractor completed grouting in the portion of barrier. Contractor did not ask state to accept responsibility as per standard spec. (Denied)

Bid Item No. 5 - Temporary Continues Rail Traffic

The sub-contractor placed 31 sections of rail traffic barrier for short period of time in two location which never were placed quite to specifications. Estimated reduction of 20% would be a fair settlement.
Existing alignment $B_3$1593 through 1601

Move Temporary Concrete Barrier - Bid Item No. 7
Concrete moved 6 sections of temporary concrete barrier to the S.W. corner of the new structure. Not paid for under Bid Item.
Should be paid.

Furnish Permanent Signs _ Bid Item No. 71
To my knowledge, we did not receive the new signs in question. I discussed this with the inspector who was on the project at the time. He stated the two signs were not delivered to the project. The contractor was billed for 119 sq. ft. of sign by the supplier and we paid for 119 sq. ft. (Denied)

Grandular backfill material:

Contractor was paid for this item by inplace measure. (Denied)

Allow payment to Safety Guardrail

Flagging - 8hrs X $17/hr	$ 136.00
Bid Item No. 5 - Temporary continues rail traffic barrier	$925.00
Move temporary concrete barrier 6sec X 12.5'/sec X $2/ft	$150.00
TOTAL	$1211.00

Durbin - Roseburg Paving, Claim

This correction was caused by the contractor not providing drainage North of the existing structure while project was shut down during 75' - 76' winter season. Eventually the pipe was silted half full as well as the ditch silted in. We have not experienced any problems with this installation since the project was completed.

Denied

burg, Oregon
gust 15, 1979

N. Oakland Interchange Section
Pacific Highway
Douglas County
Contract No. 8208

CONTRACTORS CLAIM FOR TIME EXTENSION

Each of the below listed items were critical to the project conpletion due to the nature of the project and confined working area. The grading in the structure area was required to be nearly complete prior to work on the structure. Structure work restricted the completion of the grading and the paving.

Item No. 1: PA #2, Sub-Exc for RCBC Slab

The excavation for this RCBC extension took place June 12 and 13, 1975. The sub-excavation delayed the RCBC construction and grading in this area one day. The RCBC was the primary work on the project this week. (1 day) P

Item No. 2: PA #3, Increase Bid Items 14, 25 and 26

The contract drawings were incorrect. Contract drawings show the RCBC ext. being 6ft X 6ft when actually it was as 8ft X 7ft RCBC. The contractor had prefabricated his forms in his Canby yard. The forms had to be rebuilt causing a delay of 2 days. The box culvert extensions had to be constructed and concrete strength gained before grading could commence. The 2 days requested, I estimate for this work, is on the conservative side. (2 days P

Item No. 3: Bent #3, Column Error and Side Form Errors

As far as I can determine, August 11 through August 19, 1975 progress on the structure was delayed and conpletely stopped at Bent #3 due to an engineering error in the alignment at Bent #3. The Bent #3 column was not in correct position. The error was not discovered until the falsework and bottom deck of the box girder were in place.

The structure work was the only work in grogress from August 14 through August 19. The contractor was dressing slopes prior to August 14 which did not contribute to the job progress at this time. (15 da NP

Item No. 3 Cont'd

Not only did the error disrupt the structure poogress but caused some reworking of the falsework in Spans 2 and 3 due to the line change. Some disruption was cause to the contractors work prior to the error being brought out in the completion of project.

As near as I can tell from Sept. 9 through Sept. 13, 1975 the contractor moved the outside stem forms of the box girder portion of Span #4 several times over a period of several days. This was minor work but disrupted the contractor work schedule. 4 days may be on the liberal side.

The inspector in checking the contractors form work felt he discovered an error. The State is responsible for centerline and checking the position of the forms. As stated before, the problem was not resolved until the side forms were moved at least three times. This could be a continuation of the Bent 3 error as line was changed in this area. Other work in progress at this time involved minor dreinage items, not critical.

Item No. 4: Overrun of Grading Quanities

The general excavation overrun is 12,954 cu. yds. The contractors average daily production was 1300 cu. yds. per day.

$\frac{12{,}954 \text{ cu. yds.}}{1300 \text{ cu yds/day}} := 9.96$ days The overrun of quatities was caused by the project not being staked per plans. The major portion of the excavation quatities were on the west side of the highway and involved either construction of Bents 1, 2 and 3 of the new structure, removal work of existing structure or stage construction of the "B_3" line. Due to the nature of the project, and increase in work of the major bid items delayed work starting or being conpleted on other bid items.

Item No. 5: Change Subgrade

The subgrade of the mainline was staked and graded in 1975 so as to have a flat bench at centerline to set the concrete median barrier on. This would place the barrier vertical instead of perpendicular to the road bed. This had to be corrected in 1976 causing a 3 day delay in finishing and aerating the subgrade for paving.

(3 days)
P

The only other work at this time was concrete finishing, bridge removal and shaping the subgrade for paving. The equipment being used for preparing the subgrade for paving was used for reshaping the subgrade. As stated before, the paving was the key to completing the project at this time.

Item No. 6: Exc. & refill wet spots & wet subgrade

This was an extremely wet spring. The contractor aerated the southbound subgrade for several days. When we felt the grade was ready we commenced placing asphaltic concrete from the new structure South. The contractor immediatly ran into a soft spot caused by water being trapped in the northbound roadbed ditchline by rock checkdams (EWO). The water percolated through the northbound subgrade and softened the southbound subgrade. The northbound roadbed ditchline is higher than the southbound subgrade. The checkdams were removed and perf pipe placed in areas of the northbound ditchline. This alleviated the water problem. The soft spots in the subgrade were removed and replaced with base material. This caused an eight day delay in the paving operation.

(8 days)
P

There was other work being performed by the contractor at this time but the key to completing the project was the paving and this work was being delayed due to the wet subgrade. The perf pipe was placed under EWO No. 2a. The paving contractor started paving May 14, 1976. I estimate it took 8 work days to determine a cure for the wet subgrade, obtain permission to do the work, obtain materials and perform the work. This included sub-excavation and backfilling the wet spots, furnishing and placing the perf pipe and removing the check dams. There were continual problems with the subgrade primarly at the South end.

Item No. 7: Extra Guardrail at Bent 4 Column

This delayed the contractor from completing his work by 1 day. The guardrail and signing was the major work on the project at this time. This worked performed Sept. 9, 1979. This was the last contract work on the project except for cleanup of project and extra work.

(1 day)
P

Curtis H. Duval
Resident Engineer

8 208

9

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 19, 1979

FILE: CON 5 #8208

M D Glenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: North Oakland Interchange
FAP No. I-5-3(102)140
Contract No. 8208
Recomputed Price Adjustments For
Non-Spec. A.C. Mixtures

The price adjustment for non-spec. Class "B" or "C" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with FHWA:

Bid Item	Amount P.A. #15	Recomputed Amount
#20 Class "B" or "C" A.C. Mix	$4,865.74	$6,024.97
#21 Class "E"	-0-	-0-

The difference in amounts is $1,159.23. The amount to be credited to the project on a nonparticipating basis is $579.62.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
Curtis Duval
John Jenkins
Bob Church/Att.
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

STATE OF OREG

INTERO CE MEMO

TO: Memo to Files

DATE: December 13, 1978

FROM: C. W. Head C. H.
Commission Services

SUBJECT:

H. H. Stebbins, Bond Claim Department, United Pacific Insurance Company of Tacoma, Washington, telephoned today stating that he had received my letter of December 11 concerning the Workman Contractors Contract No. 8208 in Douglas County.

Mr. Stebbins indicated that he still wants us to hold the $25,000 security deposit. He is planning on seeing Mr. Workman in January regarding the outstanding claims that have been filed against this contract. He mentioned that he may come down to Salem to check on the final quantities in this contract.

cc Jack Sollis
C. T. Keasey
Dick Hacek Attn: Jim Kinns
Robert Church

December 11, 1978

H. H. Stebbins
Bond Claim Department
United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

Dear Mr. Stebbins:

This is a follow-up to your letter of September 13, 1978. Is there anything new to report on the Workman Contractors, Inc. Contract No. 8208, North Oakland Interchange Section of the Pacific Highway in Douglas County?

We are still holding a security deposit in the amount of $25,000.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

bc
Jack Sollis
C. T. Keasey
Dick Hacek (Attention: Jim Kinns)
Robert Church

[illegible] 1-78

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
Access No.: 1-800-452-7813
Extenstion No. 5034

Canby Union Bank
P.O. Box 190
Canby, OR 97013

ATTN: Dean Tatum

Re: Workman Contractors, Inc.
Contract 8208

Gentlemen:

We have received notice of assignment for Time Certificate 19646 in the amount of $17,865.24. This replaces certificate 18440 on receipt #200 for the same amount.

In addition you are still holding receipt 306 for TCD for $7,134.76.

The total securities on deposit remains at $25,000.00.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Workman Contractors, Inc.

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

208 7

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

SERVICE INTEGRITY PROTECTION

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

P.O. BOX 1216
98401

September 13, 1978

9-14-78 Copies to:
Jack Sollis
C. T. Keasey
Dick Hacek Attn: Jim Kinns
Bob Church

Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97301

C. W. Head
Commission Services

Dear Mr. Head:

74-02240
Workman Contractors, Inc. -
Oregon State Highway Department
Bond U-775049
Contract #8208, Grading, Paving
Structures & Signing, Oakland Interchange,
Pacific Highway

This will acknowledge receipt of your letter dated August 22, 1978 pertaining to the above captioned job and more specifically the securities and final contract payments that you are holding in connection with this job.

I would appreciate it very much if you would continue to hold these funds. We are attempting to contact our principal, Mr. Workman, to determine whether or not he has now been able to satisfy the three known outstanding claims against this job. If these claims have been satisfied, as well as any other claims that might be outstanding, and Mr. Workman can provide us with proof of satisfaction of these claims, we would then be happy to consent to the release of these funds to our principal. In the event these claims are still pending or any others, it is entirely possible that the funds you are presently holding might be needed to satisfy those claims and to be used for the benefit of the surety in their resolution.

I am continuing to attempt to contact Mr. Workman to determine what has taken place and as soon as I have heard further from him, we will again contact you concerning this situation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. H. Stebbins

H. H. Stebbins
Bond Claim Department
jc
cc: Workman Contractors, Inc.

Noted on Contract
Card F.N.

RECEIVED
[illegible] 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8208

8

August 22, 1978

Mr. H. H. Stebbins
United Pacific Insurance Company
Bond Claim Department
P. O. Box 1216
Tacoma, WA 98401

Dear Mr. Stebbins:

Reference is made to your letter of December 8, 1977, and our reply of December 12, 1977, concerning the Workman Contractors, Inc., Contract No. 8208, for work on the North Oakland Interchange Section of the Pacific Highway in Douglas County.

This contract was accepted by the State on August 18, 1978.

In your letter you asked that we hold up making final payment to the contractor of any final earnings, retained percentages or securities pledged in lieu of retainages arising out of this job. We are holding a security deposit in the amount of $25,000. Can this now be released along with any contract payment that might be due the contractor?

Please direct your reply to Room 121, Transportation Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

NOTED ON CARD
8-22-78
dda

cc Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

bc C. T. Keasey
Jack Sollis
Robert Church
Jim Kinns
Walt Hart
Alfred Shirley

9

WORKMAN CONTRACTORS, INC. *General Contractors*

6613
PHONE 266.[illegible]
[illegible]
[illegible]
Rt. 3 Box 335
Aurora, Or. 97002

Contract #8208
7-27-78

Curtis H. Duval
Resident Engineer
2174 N. E. Stephens St.
Roseburg, Or. 97470

Dear Curt:

I have talked to you many times and submitted letters for claims for extra time, claims for extra costs, and shortages.

I will try to recap some of these claims from our Subcontractors and ourselves.

Enclosed are letters from Safety Guardrails, Inc. There were some discussions about Roseburg Paving that really do not concern you but I am submitting the letters as received. Durbin Construction Company letter submitted for extra time and costs as per billing. Roseburg Paving letter for extra time submitted.

Our letters asking for extra time and compensation for errors made by Survey, and shortages of Flagging.

According to our time cards from 7-29-75 to 9-6-75 we have 127 hours of Flagging. This is actual time recorded by our Foreman, Ed Ross. We were paid substantually less than that. You can check this by your Flagging Tickets.

It was agreed by the Resident Engineer, at that time, Bill Icola and ourselves to be paid 2 hours per crossing. We never received this because Adrian said it only took six minutes. We know that is impossible for 2 men to quit their work, lay their tools down, get their Flags, walk 100 yards up the Freway, Flag the Equipment across the Freway, walk back upon the bridge, gather their tools up and get back to work. Sure it only takes the equipment six minutes to cross the Freway, but there is a lot of lost time involved. It is a losing deal to have a Carpenter to stop his work and Flag. It is too costly to have a full time flagman, so why not be reasonable. We went through this whole job without causing an accident as far as we know.

We spent extra time and cost to do this. We are proud of this but we do not like to be penalized.

I was down the Freway South of Roseburg and watched the Traffic Control on other jobs that I did not think was too good.

NOTED
F. B. KLABOE

WORKMAN CONTRACTORS, INC. *General Contractors*

6615
PHONE 288-[illegible]
[illegible]
[illegible]
Rt. 3 Box 335
Aurora, Or. 97002

Curtis Duval

Page -2-

I am discouraged with the support a small Contractor gets from the State, compared to the larger Contractors. Maybe the Highway Department will be glad when the small Contractors are out of Business and the large ones take everything.

I have been in this business for over Forty Years. I have worked with many hundred Engineers and Inspectors. I will be frank and say that this was the worst I ever saw.

We were held up for awhile getting Professional Engineering done on the False Work Plans, of which is very discriminatory. We do not have P.E.'s so we can not do it.

We then came in with a large crew to work. This was impossible because the Survey Crew evidently did not know what they were doing. It was just a big game with them and I do not think they had much concern for their job. The better engineering was South of Roseburg with the large Contractors. I have a lot of respect for Bill Icola. He told me that he did not know what to do about the problem. He said he was thinking about retiring.

These errors caused us around one month delay and over Fifteen Thousand Dollars in extra costs. It was not just the errors, but confusion and breaking the continuety of the job. One month in the summer is worth many months in the winter.

Then when spring came the subgrade was wet. I will quote from my Diary as of June 8, 1977. "The Roadway cut north bound is still too wet. It is wet seven feet down. Looks like they will pave tomorrow, but I think it's too wet, and will probably be wet all summer."

There should have been perforated pipe installed in these wet areas. I have pictures of water running out of the shoulders in August 1977. You just paved over mud with a top scum of dry dirt on top to keep the trucks from getting stuck.

There was much time and expense involved in aerating this top six or eight inches in order to pave.

These wet subgrade conditions were beyond our control, but they were not beyond your control. It could have been drained with perforated pipe.

WORKMAN CONTRACTORS, INC. *General Contractors*

PHONE 266-6613
[redacted]
Rt. 3 Box 335
Aurora, Or. 97002

Curtis Duval

Page -3-

I am asking for the extra time of Forty Days Liquidated Damage be cancelled, due to conditions beyond our control.

I would be glad to get this job finaled out and settled. I can not speak for our Subcontractors, but we would settle for half of our claim of Fifteen Thousand Dollars I submitted to you, if this can be done without Litigation.

Enclosed are copies of correspondence which I have already submitted to you. Hoping we can get together soon.

Yours truly,
WORKMAN CONTRACTORS, INC.
Harold Workman
Harold Workman

8208

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

February 7, 1978

Canby Union Bank
P.O. Box 190
Canby, OR 97013

Re: Workman Contractors, Inc.
Contract 8208

Gentlemen:

We have received securities receipt 306 for $7,134.76 which replaces prior receipt 217 for the same amount.

There is no change in the total amount of securities on deposit.

Vernon E. Skoog
Controller

by ________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Workman Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8208

8

December 12, 1977

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Attention: H. H. Stebbins
Bond Claim Department

Gentlemen:

Reference is made to your letter of December 8 concerning the claims which have been filed against Workman Contractors, Inc., Contract No. 8208, for work on N. Oakland Interchange Section of the Pacific Highway in Douglas County.

As requested, we will hold up making the final payment, retained percentages or securities pledged in lieu of retainages arising out of this contract.

We will hold payments on this contract until further notice from your office.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Dick Hacek
C. T. Keasey
Bob Church
Jack Sollis

12-12-77
itted
on card
fn

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

December 8, 1977

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

74-02240
Workman Contractors, Inc. -
Oregon State Highway Division
Bond U-775049
Grading, Paving, Structures & Signing
North Oakland Interchange
Contract #8208

This letter will serve to confirm our telephone conversation of Monday, December 5, 1977, concerning the above captioned contract.

According to information we have received, it would appear that work on the above captioned contract has now been completed and pending receipt of certain Oregon Highway Department forms from Workman Contractors, Inc., the State of Oregon will shortly be in a position to release the final contract balances and/or retainages that have been earned by Workman Contractors, Inc.

As your records will reveal, the United Pacific Insurance Company has acted as surety for Workman Contractors, Inc. on this job. We have provided the statutory payment and performance bond as required by the laws of the State of Oregon. In our capacity as surety, we have now been made aware of at least three outstanding claims by creditors alleging to have provided labor and/or materials to Workman for use on this job. These three claims in the respective amounts alleged by each are as follows:

Durbin Construction Company	$ 8,234.03
Roseburg Paving	14,355.15
Safety Guard Rails, Inc.	14,646.22

As you can see from these claims, it would appear that there is approximately $35,000 still owed by Workman if these claims are in fact valid. We do not know if there are other claims outstanding.

We have advised Mr. Workman of the existence of these claims and we have requested that he advise us as to his position relative to the claims being asserted by the creditors. I believe on the Durbin account Workman is alleging backcharges of something in excess of $5,000 but to date Durbin does not agree with those figures. We have also requested that Mr. Workman advise us as to any other bills that might be outstanding and his intention in seeing that these bills are satisfied.

As yet, we have not received a response from Workman Contractors, Inc. Because there is a very real potential exposure to the United Pacific Insurance Company by virtue of our having provided the payment on this job. We respectfully request that the State of Oregon hold up making final payment to Workman Contractors, Inc. of any final earnings, retained percentages or securities pledged in lieu of retainages arising out of this job. I believe from information I have been told that there is approximately $25,000 remaining in this job in the form of certain securities that have been pledged in lieu of retainage. I do not know if there are any additional earnings unpaid to Workman left in this contract or not.

In the meantime, I am again contacting Mr. Workman advising him of the most recent claim we have received through your office; that being the claim of Safety Guard Rails, Inc. At the same time, we are again requesting that Mr. Workman advise us as to his intentions in seeing that these obligations are satisfied or requesting that he authorize the United Pacific Insurance Company to use the funds presently being held by the State of Oregon to satisfy these obligations to the extent that the funds will cover valid job obligations. Your cooperation in this matter would be greatly appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. H. Stebbins

H. H. Stebbins
Bond Claim Department

jc

cc: Workman Contractors, Inc.

8208 8

November 21, 1977

Souther, Spaulding, Kinsey, Williamson & Schwabe
Attorneys at Law
12th Floor Standard Plaza
1100 S.W. 6th Avenue
Portland, OR 97204

Attention: Donald Joe Willis

Gentlemen:

This will acknowledge receipt of your letter of November 10, 1977, with attached Notice of Claim of Safety Guard Rails, Inc. indicating that Workman Contractors, Inc. owes them for labor and materials in the amount of $14,646.22.

From the description given, this appears to be in connection with the Workman Contractors, Inc. Contract No. 8208, N. Oakland Interchange of the Pacific Highway in Douglas County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim. We were informed that this claim was filed in the Secretary of State's Office on November 15, 1977, and was assigned their file number 5233.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS: "ROBCAL"
ROBERT T. MAUTZ (1906-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.

DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
E. J. SIMMONS
DAVID K. McADAMS
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
RODERIC S. MacMILLAN
JAMES E. BENEDICT
STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

.D JOE WILLIS
RENCE CABLE
EL D. HOFFMAN
D. HUEGLI
C. WILLENER
C. HAUCK
I. WAGNER
I. CRAWFORD, JR.
LLOYD
CAMPBELL
. HART
A. LUEDTKE
AMBERT
MONS
McADAMS
RY NORTH
WALDRON
D. DAYTON
AXELROD
HAGGERTY
J. BRENNEMAN
/. NUNN
S. MacMILLAN
BENEDICT
PRATT
. HAAGENSEN
.XMAN
AKKENSEN
K. REEVE

CKS

November 10, 1977.

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Enclosed please find a copy of Notice of Claim Under ORS 279.526 and 279.528 for filing.

Very truly yours,

Joe Willis

JW/ljb

Enclosure

5233
Nov. 15, 1977
Sec. of State

RECEIVED
STATE HWY ENGR
NOV 14 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

INSEY, WILLIAMSON & SCHWABE
RNEYS AT LAW
R STANDARD PLAZA
W. 6TH AVENUE
OREGON 97204
NE 503-222-9981
DDRESS "ROBCAL"
MAUTZ (1905-1969)

DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
E. J. SIMMONS
DAVID K. McADAMS
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
RODERIC S. MacMILLAN
JAMES E. BENEDICT
STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

R ORS 279.526 AND 279.528

epartment

n that the undersigned, Safety
n corporation, has a claim
formed or furnished by Safety
n of $14,646.22 against the
tractors, Inc., an Oregon
and United Pacific Reliance
y, for the work of Oregon State
No. 8208-North Oakland Inter-
ghway - Douglas County.

SAFETY GUARD RAILS, INC.

By________________________
Donald Joe Willis
Its Attorney in this Proceeding

CERTIFIED
No. 564706
MAIL

SOUTHER, [illegible]AULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
1200 STANDARD PLAZA
PORTLAND, OREGON 97204

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

OREGON STATE HIGHWAY DEPARTMENT
SALEM OR 97310

PORTL[illegible]
10 NOV
1977

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS: "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.

DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
E. J. SIMMONS
DAVID K. McADAMS
W. A. JERRY NORTH
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STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

NOTICE OF CLAIM UNDER ORS 279.526 AND 279.528

TO: Oregon State Highway Department

Notice is hereby given that the undersigned, Safety Guard Rails, Inc., an Oregon corporation, has a claim for labor and materials performed or furnished by Safety Guard Rails, Inc. in the sum of $14,646.22 against the bond taken from Workman Contractors, Inc., an Oregon corporation, as principal, and United Pacific Reliance Insurance Company, as surety, for the work of Oregon State Highway Department Contract No. 8208-North Oakland Inter-Change - Section Pacific Highway - Douglas County.

SAFETY GUARD RAILS, INC.

By______________________________
Donald Joe Willis
Its Attorney in this Proceeding

November 10, 1977

Roseburg Paving Co.
Hiway 99 South
P. O. Box 1427
Roseburg, OR 97470

Attention: John Loosley
President

Gentlemen:

The Secretary of State's Office has informed us that your claim against Workman Contractors, Inc. and United Pacific Insurance Company was filed in their office on November 2, 1977 and was assigned File No. 5231.

Your claim indicates that it is in connection with Contract No. 8208, N. Oakland Interchange Section of the Pacific Highway in Douglas County, and is for grading, paving and equipment rental in the amount of $14,355.15.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

ED O
11-10-77 (kr)

ROADS AND STREETS • PARKING LOTS • DRIVEWAYS • EXCAVATION AND GRADING

ROSEBURG PAVING CO.
503/679-6744
Hiway 99 South • P. O. Box 1427
ROSEBURG, OR 97470

November 1, 1977

Routing
Keasey
Bond B
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
NOV 3 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Enclosed for filing is a bond claim on the North Oakland Interchange, Pacific Highway, Oregon State Highway Department Contract 82[illegible].

Yours very truly,

John Loosley
President

jl

xc: United Pacific Ins. Co.
Workman Construction
Oregon State Highway Dept. ✓

Filed with Sec. of State Nov. 2, 1977
5231

RECEIVED
NOV 02 1977
RESIDENT ENGINEER

NOTICE OF BOND CLAIM PURSUANT TO ORS 279.528

PARAGRAPH 2: STATE OF OREGON

Notice is hereby given that the undersigned ROSEBURG PAVING, INC. has a claim for grading, paving and equipment rental performed or furnished by ROSEBURG PAVING, INC. in the sum of $14,355.15 against the bond taken from WORKMAN CONTRACTORS, INC. as principal, and UNITED PACIFIC INSURANCE COMPANY as surety upon the work of grading, paving, structures and signing, North Oakland Interchange, Pacific Highway, Oregon State Highway Department Contract 8208.

DATED this 1st day of [illegible], 1977.

ROSEBURG PAVING, INC.

John Loosley, President

CS

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 26, 1977

Canby Union Bank
P.O. Box 190
Canby, OR 97013

Re: Workman Contractors, Inc.
Contract 8208

We have received your notification of Time C.D. replacements on this project indicating #18614 maturing May 9, 1977 in the amount of $15,623.22 replaces #18416 in the amount of $15,411.89. #18440 maturing Nov. 16, 1977 in the amount of $17,865.24 replaces #17929 in the amount of $16,854.00.

This increases the total amount of deposits in lieu of retainage on this project to $33,488.46.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Workman Contractors, Inc.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 20, 1977

Canby Union Bank
P.O. Box 190
Canby, OR 97013

Re: Workman Contractors, Inc.

Retainage requirements on contract 8208 have been reduced to $25,000. There is presently $32,265.89 deposited in lieu of retainage on your receipt #217 for Workmans certificate of deposit #18150. $7,265.89 on this deposit may be released.

Contract 8016 has been finalled but we are unable to release the $16,251.38 deposited in lieu of retainage on your receipt #224 for Workman certificate #18192 because of our outstanding invoice #120549 in the amount of $999.14 to Workman Contractors' Inc.

Since this certificate is due June 5, 1977 any assistance you can provide for settlement on contract 8016 would be greatly appreciated.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Workman Contractors, Inc.
Berry Creek Construction

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Oakland Interchange	WEEK ENDING: April 2, 1977	SECTION PREFIX: 610-1056
HIGHWAY: Pacific	COUNTY: Douglas	
NAME OF JOB: North Oakland Interchange.	KIND OF WORK: Grading, Paving, Signing and Structure.	
CONTRACTOR: Workman Contractors, Inc.	CONTRACT NUMBER: 8208	FEDERAL AID PROJECT NUMBER: I-5-3(102)140
DATE OF CONTRACT: May 29, 1975	DATE WORK STARTED: June 5, 1975	ESTIMATED COMPLETION DATE: Sept. 13, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 300	WORK DAYS USED: CALENDAR DAYS USED 340
PROJECT AUTHORIZATION: $1,166,697.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 113
EXCLUSIVE OF ENGINEERING: $1,083,731.88	ENGINEERING AUTHORIZATION: 82,965.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,196,436.01	This week 800.00 ENGINEERING COST TO DATE: $127,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2.5%	PERCENT OF AUTHORIZATION: 153 %	DATE PROJECT WAS COMPLETED: Sept. 13, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Temporary Protection	Mobilization
100%	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63	0.63			0.63
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.63	0.63			0.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	44,070 cy	6070 tons			22,300 tons
TOTAL QUANTITIES CORRECTED TO DATE	40,000 cy	6375 tons			22,270 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	40,000 cy	6375 tons			22,270 tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 0	0 0			0 0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NOne

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Overcast Mild	0		
MONDAY 28	Rain showers	0		
TUESDAY 29	Cloudy mild	0		
WEDNESDAY 30	Clear mild	0		
THURSDAY 31	Overcast mild	0		
FRIDAY 1		0		
SATURDAY 2		0		

Routing
RECEIVED
APR 4 1977
CONSTRUCTION SECTION
Kelsey
Bond
Johnsen
Richards
Glenn
Berg

GENERAL ESCRIPTION OF ACTIVITIES FOR HE WEEK

SUNDAY 27	No Activity all week
MONDAY 28	
TUESDAY 29	
WEDNESDAY 30	
THURSDAY 31	
FRIDAY 1	
SATURDAY 2	

REMARKS

Semi-Final Estimate submitted to region office this week.

This is the final Weekly report.

SIGNED LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8206

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 8-32		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number I-5-3(102)140
MODIFICATION NUMBER 4	7-30-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,204,751.00	$1,208,873.00
Federal funds	$1,111,744.00	$1,115,547.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. I-5-3(102)140
Safety

N. Oakland Interchange Section
Pacific Highway in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Safety) (Sta. 1584+30 to Sta. 1617+50)

Subtotal of previous estimate of February 14, 1977	$717,225.28
Subtotal	$717,225.28
Engineering	93,774.72
Total	$811,000.00

Type Code X221
Structure Br. #7508A (Sta. 1598+25.48) (Length 342')

Total the same as previous estimate of June 5, 1977	$397,873.00

Length of project --------------- 0.629
Cost of Roadway per mile -------- $1,289,348.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 811,000.00	$ 748,390.00	$ 62,610.00
Structure	397,873.00	367,157.00	30,716.00
TOTAL	$1,208,873.00	$1,115,547.00	$ 93,326.00

Group 1-100%
Contract No. 8208
Prefix 610-1056

Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. I-5-3(102)140
Safety

N. Oakland Interchange Section
Pacific Highway in Douglas County

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Engineering	93,774.72
Total	$811,000.00

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Length of project --------------- 0.629
Cost of Roadway per mile -------- $1,289,348.17

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Roadway	$ 811,000.00	$ 748,390.00	$ 62,610.00
Structure	397,873.00	367,157.00	30,716.00
TOTAL	$1,208,873.00	$1,115,547.00	$ 93,326.00

Group	1-100%
Contract No.	8208
Prefix	610-1056

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	2-100
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

rm Approved; O M B No. 04-R2089

tate: Oregon
County: Douglas
Project Number: I-5-3(102)140

MOD. #2 - SEE LETTER 12-16-76 - [illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,138,020	$ 1,204,751
Federal funds	$ 1,050,164	$ 1,111,744
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items to work. No change in present additional funds of $70,234.80 under PL 94-30.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-3(102)140
Safety

N. OAKLAND INTERCHANGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Safety) (Sta. 1584+30 to Sta. 1617+50)

Subtotal on previous estimate of June 5, 1975			$672,861.00
Previous Estimate			
Flagmen	200 hour	17.00	3,400.00
General Excavation	44,070 cu.yd.	1.02	44,951.40
			$ 48,351.40
Revised Estimate			
Flagmen	1,265 hour	17.00	21,505.00
General Excavation	58,000 cu.yd.	1.02	59,160.00
EWO 2 Install Check Dams & Reshape and Rock Ditch	All Required		8,350.68
SFO 4 Build & Install Illuminated Slow Sign with Flashers	All Required		700.00
SFO 5 Seeding and Mulching	All Required		3,000.00
			$ 92,715.68
	Increase		44,364.28
	Subtotal		$717,225.28
	Engineering		89,652.72
	TOTAL		$806,878.00

Type Code X221
Structure Br. #7508A (Sta. 1598+25.48)(Length 342')

Total for structure same as previous estimate of June 5, 1975 $397,873.00

Length of Project - - - - - - - - - 0.629 miles
Cost of Roadway Per Mile- - - - - - $1,282,794.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 806,878.00	$ 744,587.00	$ 62,291.00
Structure	397,873.00	367,157.00	30,716.00
TOTAL	$1,204,751.00	$1,111,744.00	$ 93,007.00

Group 1 - 100%
Contract No.: 8208
Prefix: 610-1056

8 2 1 8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-170

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE CO

Form Approved; O M B No. 04-R2089

State Oregon

County Douglas

Project Number I-5-3(102)140

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,138,020	$ 1,138,020
Federal funds	$ 1,050,164	$ 1,138,020
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed 6/12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 87,856."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-110

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6 [illegible]

Form Approved; O.M.B. No. 04-R2089

STATE **Oregon**
COUNTY **Douglas**
PROJECT NO. **I-5-3(102)140 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, N. Oakland Intchge. at Jct. SR 99E

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-30-75	0.629

FUNDS **Pro-rata 92.28%**

ESTIMATED TOTAL COST OF PROJECT
$ **1,138,020**

FEDERAL FUNDS
$ 1,050,164

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By **G. L. Green**
(Division Engineer)

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

"AT"

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. I-5-3(102)140 Safety

N. OAKLAND INTERCHANGE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Safety)(Sta. 1584+30 to Sta. 1617+50)

Mobilization	All Required		$ 68,500.00
Temporary Protection and Direction of Traffic	All Required		9,500.00
Temporary Signs	563 sq.ft.	6.00	3,378.00
Temporary Barricades	6 only	75.00	450.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,275 lin.ft.	3.00	3,825.00
Temporary Concrete Barriers	3,800 lin.ft.	5.00	19,000.00
Moving Temporary Concrete Barriers	3,550 lin.ft.	2.00	7,100.00
Flagmen	200 hours	17.00	3,400.00
Clearing and Grubbing	All Required		12,000.00
Removal of Structures and Obstructions	All Required		4,900.00
General Excavation	44,070 cu.yds.	1.02	44,951.40
Ditch Excavation	35 cu.yds.	5.00	175.00
Extra for Topsoil Material	1,000 cu.yds.	0.75	750.00
Trench Excavation	560 cu.yds.	7.00	3,920.00
Finishing Roadbed and Slopes	All Required		16,400.00
Obliteration of Roadway	7,400 sq.yds.	0.50	3,700.00
Watering	760 M-gals.	5.20	3,952.00
Aggregate Shoulders	3,920 tons	5.10	19,992.00
1" - 0 Aggregate Base	2,150 tons	5.90	12,685.00
Class "B" or Class "C" Asphalt Concrete Mixture	20,500 tons	8.50	174,250.00
Class "E" Asphalt Concrete Mixture	1,800 tons	8.80	15,840.00
Asphalt in Mixture	1,460 tons	85.00	124,100.00
Portland Cement Additive in Class "E" Mixture	17 tons	70.00	1,190.00
Asphalt in Tack Coat	14 tons	120.00	1,680.00
Concrete in Box Culverts	70 cu.yds.	115.00	8,050.00
Reinforcement in Box Culverts	8,800 lbs.	0.25	2,200.00
12-inch Sewer Pipe	250 lin.ft.	6.00	1,500.00
12-inch Culvert Pipe	30 lin.ft.	7.50	225.00
18-inch Culvert Pipe	340 lin.ft.	12.00	4,080.00
24-inch Culvert Pipe	296 lin.ft.	15.00	4,440.00
Extra for Pipe Under Pavement	170 lin.ft.	30.00	5,100.00
Concrete Inlets, Type G-2	3 only	300.00	900.00
Concrete Inlets, Type G-2MA	3 only	300.00	900.00

Concrete Inlets, Type M-E	2 only	300.00	$ 600.00
Guard Rail, Type 2A	2,500 lin.ft.	5.70	14,250.00
Guard Rail, Type 3	100 lin.ft.	18.50	1,850.00
Metal Median Barrier, Modified	200 lin.ft.	8.70	1,740.00
Guard Rail Anchors, Type 1	7 only	300.00	2,100.00
Guard Rail Anchors, Type 2	3 only	250.00	750.00
Rail End Pieces, Type A	3 only	12.00	36.00
Rail End Pieces, Type C	7 only	150.00	1,050.00
Metal Median Barrier Connection	63 lin.ft.	30.00	1,890.00
4-inch Concrete Surfacing	112 sq.yds.	25.00	2,800.00
Concrete Barrier	3,550 lin.ft.	12.75	45,262.50
Granular Material in Barriers	80 cu.yds.	9.00	720.00
Paved Culvert End Slopes	100 sq.ft.	5.00	500.00
Drainage Curbs	312 lin.ft.	1.30	405.60
Guide Posts	53 only	15.00	795.00
Seeding and Mulching	9 acres	500.00	4,500.00
Signing			
Removal of Existing Sign Installations	All Required		800.00
Move and Modify Existing Signs	All Required		200.00
Painted Wood Sign Posts	All Required		500.00
Sign Support Footings	All Required		600.00
Breakaway Sign Posts	All Required		1,375.00
Type "C", "D", "F" and "G" Signs in Place	139 sq.ft.	6.50	903.50
			$666,661.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 300.00
Stage Construction Striping (S.F.)	All Required		100.00
Temporary Erosion Control (E.W.)	All Required		2,500.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
Remove and Abandon Existing Illum. (E.W.)	All Required		2,500.00
			$ 6,200.00
	Subtotal		$672,861.00
	Engineering		67,286.00
	Total		$740,147.00

Type Code X221
Structure Br. #7508A (Sta. 1598+25.48)(Length 342')

Bridge Removal Work	All Required		$ 15,000.00
Shoring, Cribbing, Etc.	All Required		60,000.00
Structure Excavation	670 cu.yds.	10.00	6,700.00
Structure Excavation Below Elevations Shown	60 cu.yds.	30.00	1,800.00

Furnish HP 10x42 Steel Piling	400 lin.ft.	7.95	$ 3,180.00
Furnish HP 12x53 Steel Piling	300 lin.ft.	11.60	3,480.00
Drive Steel Piles	20 only	200.00	4,000.00
Splice Steel Piles	5 only	250.00	1,250.00
Structural Concrete, Class 3300 (240 cu.yds.)	All Required		34,755.00
Structural Concrete, Class 4000 (710 cu.yds.)	All Required		140,828.00
Reinforcement (264,500 lbs.)	All Required		72,000.00
Reinforced Concrete Bridge End Panels	128 sq.yds.	45.00	5,760.00
Preparation of Slopes	500 sq.yds.	12.00	6,000.00
Concrete Slope Paving	500 sq.yds.	12.00	6,000.00
Berm Paving	50 sq.yds.	12.00	600.00
Slope Paving Curbs	35 lin.ft.	10.00	350.00
	Subtotal		$361,703.00
	Engineering		36,170.00
	Total		$397,873.00

Length of Project - - - - - - 0.629 Miles
Cost of Roadway Per Mile- - - $1,176,704.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 740,147.00	$ 683,007.00	$ 57,140.00
Structure	397,873.00	367,157.00	30,716.00
	$1,138,020.00	$1,050,164.00	$ 87,856.00

Group 1 - 100%
Contract No. 8208
Prefix No. 610-1056

NORTH OAKLAND INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Oakland Interchange

WEEK ENDING: March 26,1977

SECTION PREFIX: 610-1056

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: North Oakland Interchange.

KIND OF WORK: Grading, Paving, Signing and Structure.

CONTRACTOR: Workman Contractors, Inc.

CONTRACT NUMBER: 8208

FEDERAL AID PROJECT NUMBER: I-5-3(102)140

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: June 5, 1975

ESTIMATED COMPLETION DATE: Sept. 13, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 300

CALENDAR DAYS USED: 340

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $1,166,697.00

EXCLUSIVE OF ENGINEERING: $1,083,731.88

ENGINEERING AUTHORIZATION: 82,965.12

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This week: 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,075,199.00

ENGINEERING COST TO DATE: 126,205.33

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 3.3%

PERCENT OF AUTHORIZATION: 152 %

DATE PROJECT WAS COMPLETED: Sept. 13, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Temporary Protection	Mobilization
100%	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63	0.63			
MILES PARTIALLY COMPLETED					0.63
MILES COMPLETED	0.63	0.63			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	44,070 cy	6070 tons			0.63
TOTAL QUANTITIES CORRECTED TO DATE	40,000 cy	6375 tons			22,300 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	40,000 cy	6375 tons			22,270 tons
AVERAGE DAILY QUANTITIES	0	0			22,270 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 0	0 0			0 0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0
EQUIPMENT USED DURING THE WEEK:					0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Fair	0		
MONDAY 21	Fair	0		
TUESDAY 22	Rain	0		
WEDNESDAY 23	Rain	0		
THURSDAY 24	Fair	0		
FRIDAY 25		0		
SATURDAY 26		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 28 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No activity all week.
MONDAY 21	
TUESDAY 22	
WEDNESDAY 23	
THURSDAY 24	
FRIDAY 25	
SATURDAY 26	No work anticipated.

REMARKS

Semi-final will be submitted to region office next week.

SIGNED Curtis H Duval LOCATION Roseburg
Curtis H. Duval

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1

STATE OF OREGON

INTEROFFICE MEMO

TO: C. Barrett
C.W. Head
R. Church

DATE: December 13, 1976

FROM: Janice H. Peterson

SUBJECT: Workman Contractors
Contract 8208

Please note that Workman Contractors has replaced a matured certificate of $15,203.42 deposited in lieu of retainage on contract 8208 with a new certificate in the amount of $15,411.89. This results in an increase of $208.47 deposited in lieu of retainage on Contract 8208.

JHP:mm

81-125-1387

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

-3(102)140
STATE PROJECT NO. North Oakland Interchange
COUNTY NAME Douglas
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-821

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 4-30-75

DATE AUTHORIZATION EFFECTIVE 8-5-76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

North Oakland Interchange area

GENERAL DESCRIPTION OF WORK:

Seed and mulch approximately 6 acres of cut and fill slopes.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-9-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $3,000 - Federal Funds $2768.

DATE 8-16-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8208

C.W. Head

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 19, 1976

Canby Union Bank
P.O. Box 190
Canby, Oregon 97013

Attn: Joyce Stafford

Re: Workman Contractors
Contract 8208

We received your safekeeping receipt No. 217, covering TCD 18150,$15,203.42 to be used in lieu of retainage on our Contract 8208 with Workman Contractors. This replaces TCD 18019, $15,000, which has matured. Your letter of May 18, 1976 affirming that your interest in the security is subordinate to the Highway Division's makes the certificate acceptable to us as a deposit in lieu of contract retainage.

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog, Controller

BY
Janice Peterson
Contract Payments Executive

cc: Workman Contractors. Inc.

PRESIDENT:
Curtis E. Johnson, Jr.
VICE PRESIDENT:
Janet C. Dietz
EXEC. VICE PRESIDENT:
Dean F. Tatom
ASS'T. V.P. and CASHIER:
Dennis McElroy
ASS'T CASHIERS:
Betty J. Nelson
Linda K. Peacock
Ruth E. Warthen

**CANBY
UNION
BANK**

CONTINUOUS SERVICE SINCE 1932
P. O. BOX 190 · 150 N.W. 2nd · CANBY, OREGON 97013 · PHONE 266-1126 656-5108

DIRECTORS:
Curtis E. Johnson, Jr.
Janet C. Dietz
Dean F. Tatom
Warren Feller
Raymond R. Reif
John W. Beck
Duane L. Weeks

May 18, 1976

Ms. Janice Peterson
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ms. Peterson:

This is to clarify the matter of our bank having a second interest on time certificate of number 18150 in the name of Workman Contractors, Inc. It is our understanding and has been agreed upon with Workman Contractors that our interest in the certificate is subordinate to yours. This is clearly marked on our files, and as our agreement with you states,these funds will not be released to the contractor (or the bank) except upon written notice from the Highway Division. Our interest in this certificate has merely been done as a formality.

Please contact me if you have any further questions.

Sincerely,

Joyce M Stafford
Joyce M. Stafford
Assistant Cashier

RECEIVED
MAY 19 1976
CONTRACT ACCOUNTING

Sollis-ok to accept security

PRESIDENT:
Curtis E. Johnson, Jr.
VICE PRESIDENT:
Janet C. Dietz
EXEC. VICE PRESIDENT:
Dean F. Tatom
ASS'T. V.P. and CASHIER:
Dennis McElroy
ASS'T CASHIERS:
Betty J. Nelson
Linda K. Peacock
Ruth E. Warthen

**CANBY
UNION
BANK**

CONTINUOUS SERVICE SINCE 1932

P. O. BOX 190 · 150 N.W. 2nd · CANBY, OREGON 97013 · PHONE 266-1126 656-5108

DIRECTORS.
Curtis E. Johnson, Jr.
Janet C. Dietz
Dean F. Tatom
Warren Feller
Raymond R. Reif
John W. Beck
Duane L. Weeks

May 11, 1976

Ms. Janice Peterson
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Ms. Peterson:

Enclosed is our safekeeping receipt 217, covering time certificate of deposit 18150 in the amount of $15,203.42, to be used in lieu of retainage on your Contract 8208 with Workman Contractors. These funds will not be released to the contractor except upon written notice from the Highway Division. This certificate is also being held as colateral on a loan with Canby Union Bank.

Please return to us safekeeping receipt 204, covering matured time certificate of deposit 18019.

Thank you.

Sincerely,
Carol Paradis

Carol Paradis
Secretary

enclosure
cjp

RECEIVED
MAY 13 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 1 3 1976
CONTRACT ACCOUNTING

Receipt for Securities

Nº 217

DEPOSITED BY Workman Contractors, Inc. (Ore. State Hwy. Division)

DATE 5-11-76

To be held as collateral to any present or future indebtedness of the owner or owners to this Bank, unless specifically stated otherwise herein by the Bank.

MEMORANDUM RECEIPT—NON-NEGOTIABLE

DESCRIPTION	AMOUNT
(1) time certificate of deposit number 18150 issued to Workman Contractors, Inc. This certificate is pledged to the State of Oregon, contract #8208. (2) Canby Union Bank holding as collateral on loan	~~15,000.00~~
Funds in this certificate to be released to Workman Contractors Inc. only upon written notice to disburse from Oregon State Highway Division and Canby Union Bank.	15,203.42
ıe: August 9, 1976	

Please return this receipt when the securities covered by same are withdrawn.

CANBY UNION BANK
CANBY, OREGON

Carol J Paradis
Collateral Custodian

Original Copy To Customer

m A- (Rev. 8

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8208

Order No. 04

Section North Oakland Interchange

Date May 7, 1976 , 19

Highway Pacific

F.A.P. No. I-5-3(102)140

County Douglas

Prefix 610-1056

Account No. XX8274-04

Description of Work To Be Done:

Build and install illuminated slow sign with flashers on ~~[illegible]~~ Manning o'xing over the north bound lanes of freeway traffic

Location by Station Numbers:

Estimate of Quantities and Costs:

Sign fagrication		$200.00
Installation		
Materials		200.00
Labor		200.00
	Total	700.00

Explanation: This project is in a long blind curve on the down hill side of a vertical curve and has limited sight distance Traffic shows no tendency to slow down for the standard construction warning signs now installed It is felt the lighted sign may produce a safer traffic pattern during construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,166,697.00
Present estimate of project cost, including $700 for work under this order	$1,166,697.00
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Curtis H Duval
Curtis H Duval
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approved:
Construction Engineer
Hwy.

1859

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1976

Canby Union Bank
PO Box 190
Canby, OR 97013

Attention: Joyce M. Stafford

Re: Workman Contractors Inc.
Contract 8208

We have received your safekeeping receipt 204, covering TCD 18019, $15,000, to be used as a deposit in lieu of retainage on our contract 8208 with Workman Contractors. This replaces matured certificate 17906, $15,000, for which safekeeping receipt 199 is enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure
cc: Workman Contractors Inc.

bc: C. W. Head   J. Bond
R. Church   C. Barrett

Form 81-734-3122

PRESIDENT:
Curtis E. Johnson, Jr.
VICE PRESIDENT:
Janet C. Dietz
EXEC. VICE PRESIDENT:
Dean F. Tatom
ASS'T. V.P. and CASHIER:
Dennis McElroy
ASS'T. CASHIERS:
Betty J. Nelson
Linda K. Peacock
Ruth E. Warthen

CANBY UNION BANK

CONTINUOUS SERVICE SINCE 1932
P. O. BOX 190 · 150 N.W. 2nd · CANBY, OREGON 97013 · PHONE 266-1126 656-5108

DIRECTORS:
Curtis E. Johnson, Jr.
Janet C. Dietz
Dean F. Tatom
Warren Feller
Raymond R. Reif
John W. Beck

January 28, 1976

Ms. Janice Peterson
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ms. Peterson:

Enclosed is our safekeeping receipt 204, covering time certificate of deposit 18019 in the amount of $15,000.00, to be used in lieu of retainage on your Contract 8208 with Workman Contractors. These funds will not be released to the contractor except upon written notice from the Highway Division.

Please return to us safekeeping receipt 199, covering matured time certificate of deposit 17906.

Thank you.

Sincerely,

Joyce M Stafford

Joyce M. Stafford
Secretary

enclosure
jms

SAFEKEEPING ONLY

Receipt for Securities

Nº 204

DEPOSITED BY Workman Contractors, Inc. (Ore. State Hiway Div.) DATE January 27, 1976

To be held as collateral to any present or future indebtedness of the owner or owners to this Bank, unless specifically stated otherwise herein by the Bank.

MEMORANDUM RECEIPT—NON-NEGOTIABLE

DESCRIPTION	AMOUNT
(1) time certificate of deposit number 18019 issued to Workman Contractors, Inc. This certificate is pledged to the State of Oregon, contract #8208. Funds in this certificate to be released to Workman Contractors, Inc. only upon written notice to disburse from Oregon State Highway Division.	15,000.00

Please return this receipt when the securities covered by same are withdrawn.

CANBY UNION BANK
CANBY, OREGON

Carol J. [illegible]
Collateral Custodian

Original Copy To Customer

8208

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 19, 1975

Canby Union Bank
PO Box 190
Canby, OR 97013

Attention: Joyce M. Stafford

Re: Contract 8208

We have received your Safekeeping Receipt 199, covering Certificate of Deposit 17906 in the amount of $15,000, to be used in lieu of retainage on our Contract 8208 with Workman Contractors. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Workman Contractors Inc.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

m 81-734-3122

1859

-3208

B

STATE OF OREGON
HIGHWAY DIVISION

INTERC CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 8, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Workman Contractors Inc.
Contract 8208

TCD No. 17415, in the amount of $15,900.00, has been deposited in lieu of retainage on contract 8208. (Safekeeping Receipt 1803).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

1-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

2

№ 1803

Received for Account of Workman Contractors Inc

P.O. Box 520

Address Canby, Oregon 97013

Date Aug. 6, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated Nov. 16, 1974 Due Nov. 16, 1975 6% Canby Union Bank, Canby, Oregon	17415	1	15,900				15,900.00
							15,900.00

Purpose of Deposit In lieu of retainage State Highway Contract No. 8208

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

2

August 7, 1975

Workman Contractors Inc.
Post Office Box 520
Canby, Oregon 97013

Gentlemen:

Per instructions from the Oregon State Highway Dept. we are enclosing Oregon State Treasury safekeeping receipt number 1803, dated August 6, 1975, in the amount of $15,900.00 covering Time Certificate of Deposit number 17415, (6-8) due November 16, 1975.

We have credited your State Highway contract number 8208.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Canby Union Bank, P. O. Bx. 190, Canby, Oregon
cc: Oregon State Highway Division, atn: Dick Hacek

COPY

STATE OF OREGON
1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

cc: ~~E. S. Hunter~~ R
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Alfred Shirley (2)

cc's sent 6-18-75 we

June 13, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Versteeg:

RE: North Oakland Interchange Section
Pacific Highway
Douglas County

Wildlife Commission staff has completed review of the above mentioned project and offer the following points for your consideration.

1. All inchannel operations should be conducted during the low flow season (June 1 through October 1).
2. Special precautions should be taken during construction within waterways to prevent increases in turbidity.
3. Areas of soil disturbance should be revegetated or otherwise treated to minimize erosion and subsequent increases in stream turbidity.
4. All construction debris should, upon completion of the project, be placed in a manner to prevent it from re-entering the waterway.
5. All petroleum products used during construction should be handled in a manner to prevent their entry into the waterway.

Trout

RECEIVED

ROAD

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon
Jerry Bauer
SW Region

JL:lo

5-9-75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(102)140

STATE PROJECT NO. N.Oakland Interchange Sec.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-821

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

NOTED
E. S. HUNTER

DATE PS&E APPROVED	**DATE AUTHORIZATION EFFECTIVE**	**FEDERAL ROUTE NUMBER**	Interstate Route 5
April 30, 1975	April 30, 1975	**STATE ROUTE NUMBER**	Pacific Highway Route No. 1

GENERAL LOCATION:

I-5, North Oakland Interchange at Junction SR 99E

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping	$ 300
Stage Construction Striping	100
Temporary Erosion Control	2,500
On the Job Training	800
Remove and Abandon Ilum	2,500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE**
5-9-75		Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8208

I-5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1975

TO Alfred Shirley
Region 3 Engineer

FROM Frank E. Terpin
Final Design Engineer

SUBJECT N. Oakland Interchange Section
Pacific Highway
Douglas County

Transmitted herewith is the foundation information we have for the subject project.

If you desire additional information or have any questions, please contact Mr. R. W. Ellison, Administration Bridge Engineer.

This transmittal is being made to satisfy the requirements of Special Provisions which state that records of subsurface explorations will be made available for the bidders inspection and evaluation at the office of the Resident Engineer.

FET:jh
Enclosure

cc: R. W. Ellison
C. G. Swenson

8208

cc's sent 5-7-75:
E. S. Hunter — R
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Alfred Shirley (2)

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
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JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

May 5, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Hal:

NORTH OAKLAND INTERCHANGE SECTION
PACIFIC HIGHWAY, DOUGLAS COUNTY

Work in and around the stream, such as construction of the two 6'x6' R.C.B.C., should be done in such a manner to minimize or eliminate siltation in the stream and the main Calapooya Creek.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

____Versteeg____
____A. Olson____
____Terpin____
____Scott____
____Swenson____
____R. Olson____
____Trout____

RECEIVED
MAY - 6 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up ___/___/___
Other____

RECEIVED
MAY 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R R

4-23-75

Transaction number 4-125

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	4-23-75
BY (Signature)	L.W. Rulien's April 21, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 821 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
821	I-5-3(102)140	0.71	1,170,000	1,079,600	North Oakland Interchange Section. Douglas County State of Oregon.	Grade, Drain, High Type Pavement and Structure.

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

4-25-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-23-75	C K Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

2818

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
N. Oakland Intchge. Section
Pacific Highway (I-5)
Douglas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 6 : J. C. McCormick

APPROVED
ESH
E. S. Hunter
Date 4-23-75

4-24-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 11, 1975

A. PROJECT IDENTIFICATION

Name of Project North Oakland Interchange Section (Section) I-5-3 (-)

Location of Project Pacific Highway (Highway Name) I-5 (Highway No., US - ORE)

northwest of Oakland (City) Douglas (County) III (Region)

Program FAI (Funding) $1,000,000 (Estimated Cost) 610-1934 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To eliminate the "left-hand" exit from the southbound lanes. Additional benefit of increased vertical clearance with replacement overcrossing structure (presently 13'-6" to 14'-6" over NB lanes).

Origin and History: The existing interchange was originally constructed in 1952. Current highway standards discourage use of "left-hand" exits.

C. DESCRIPTION OF PROJECT

Length 0.66 mile

Termini M.P. 140.57 (Sta. 1580) - M.P. 139.91 (Sta. 1615)

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
3 PROJECT

Non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section Existing: S.B. 10' shoulder, 2-twelve foot travel lanes and 4' median shoulder. Exit Ramp: 16' travel lane with shoulders.

Structures Replace O-Xing (Bridge No. A 7508); extend two box culverts

Characteristics (ADT) 1973, M.P. 140.72 (0.3 mile north of Oakland-Shady Hwy.) 10,800 vehicles

Other General Information (or Supplemental information to items)

Earthwork: 39,000 c.y. excavation; 32,000 c.y. embankment; 2,000+ c.y. waste material to be placed in existing right of way from Sta. 1595 to 1598, east.

Probable use of commercial surfacing materials.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Maintain status quo;
2. Move SB lanes next to NB lanes, use part of old SB lanes for "right-hand" exit, replace single O-Xing structure.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The North Oakland Interchange Section is located in the rolling topography of the Calapooya Creek drainage in the Umpqua River basin. Vegetation in the general area consists largely of oak and open, grassy balds. Some north and east facing slopes have Douglas Fir and a few madrona are encountered throughout.

The immediate project vicinity has been previously shaped by highway construction. Cut slopes, fills and a low, rounded waste area in the NE quadrant date from the construction of the existing facility. Extensive native oak, with a scattering of madrona and Douglas Fir, grow on much of the area. Highway landscaping has added pine, cedar, wild rose and scotch broom. Drainage has already been channelized and routed under the travel lanes with box culverts. In places, present drainage in the winter is still sluggish.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

There is no cultural development in the project area aside from some utility poles used in conjunction with lighting of the interchange. Some established roadside landscaping will have to be displaced.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: The existing left-hand exit will be replaced by a right-hand exit. Replacement of the left-hand for the right-hand exit will not change the functional characteristics of the interchange and will not have any impact on traffic patterns and access. (There may be some minor difficulty with traffic control during construction. The old exit will be maintained until the new one becomes functional.

Consequences:

Standardization will be gained, increased safety is also presumed.

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: There will be a short-term disruption of surface runoff in the project area. Excavation and earthwork will cause temporary degradation of water quality and it will reduce vegetative cover.

Consequences:

Possible long-term loss of some trees in adjacent right of way.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Temporary construction scars.

Consequences:

No long-term effects.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None, save possible conflict with project justification.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment Only

In accordance with the Federal-Aid Highway Program Manual (Volume 7, Chapter 7, Section 2, PP. 9-11) this project is of a type ordinarily considered to be a non-major action.

Additional Observations:

1. Early contact between the Resident Location Engineer and the Wildlife Commission regarding "ladders" or plunge pools below the box culverts to be extended should be followed up.

2. Much of the construction impact (post-construction scars) may be more promptly mitigated with a re-investment of landscaping effort.

EETS

Sections

es

derXing

nderXing

r Bridge

e OverXing

n Hwy O'Xing

nder Xing

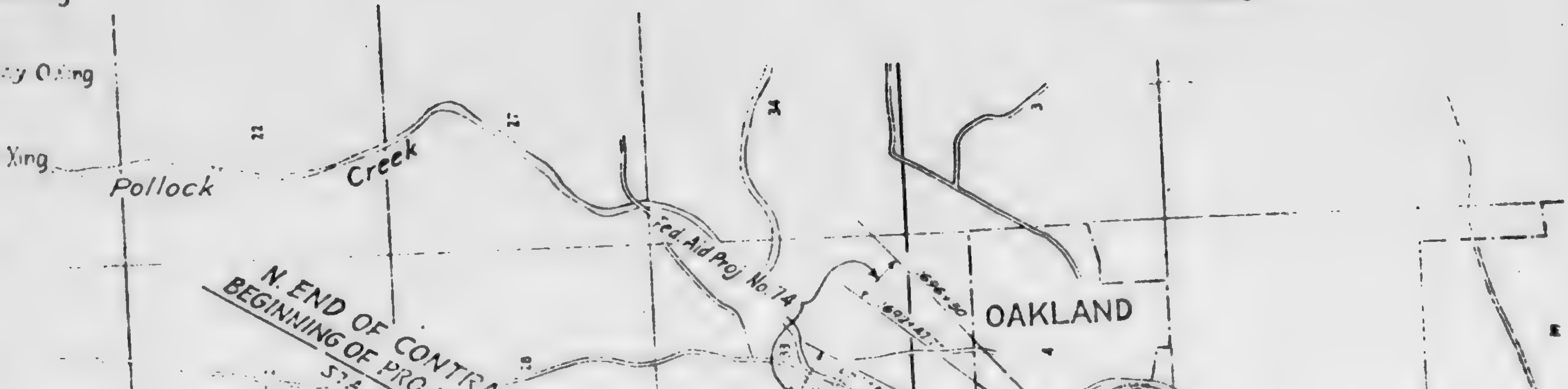
STATE OF OREGON
STATE HIGHWAY DEPARTM

PLANS FOR PROPOSED PROJEC

◆

OAKLAND JUNCTION-DEADY U
CHENOWETH PARK-DEADY SEC
PACIFIC HIGHWAY
DOUGLAS COUNTY

~~MAY 1952~~



Sketch Map

Scale 0 2000 4000 Feet

R

obert W. Straub
XXXXXXXXXXX

April 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(102)140

We are submitting program data for one project, Item No. 321, Project No. I-5-3(102)140, "North Oakland Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Encl.

JG:wm

Budget Bureau No. 41-R2067; Approval

Y TRANSACTION NO.

BMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-21-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPART
BUREA

PORT NUMBER (20)	PROJECT LOCATION (45 typewriter spaces) 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STAT CODE (2)
1	I-5, N Oakland Intchge at Jct. SR 99E		10,800	18,200	95	10	Oregon	4

HARACTER OF PROPOSED WORK (35 typewriter spaces) 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. N
r., Dr., H.T. pave, str.								I-	5-3	(102

LASS OF FEDERAL FUNDS: Interstate

AME OF URBAN AREA: - - -

COUNTY NAME: Douglas — CODE: 019 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36) (37) — U.S.: I-5 (41)

LINE NO. (415)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
				PE		I-5, N. Oakland Intchge. at Jct. SR 99E					
				ROW							
				CONST (CODE) (Safety) 6203 X221		"N. Oakland Intchge. Section"	0.71	1,170,000	1,079,600	90,400	
CARD CODE 1	PREPARED BY					PROJECT TOTALS	0.71	1,170,000	1,079,600	90,400	

14 — PROGRAM APPROVAL DATES

(10) (23) (24) (33)

Gr.,
4-12
shldr
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& in
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of p

ROW
Acce
Park
Com

REMARKS

Additional Data: Item Nos. 11
737;
Project Nos. I-5-3(11), (16),

-ove

usc

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4-21-75

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5, N Oakland Intchge at Jct. SR 99E		10,800	18,200	95	10	Oregon	41	042	821

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e, str.								I-	5-3	(102)	140	

Interstate

- - -

COUNTY NAME	Douglas		CODE	019
ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S. I-5	

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5, N. Oakland Intchge. at Jct. SR 99E						Gr., dr., H.T. pave 4-12' lanes with 10'L shldrs. & Var. median (8.4' to 16'), const. one U'xing (L. 342') & incidental work common to this type of project.
OW								
ONST (CODE) (Safety) 6203 X221		"N. Oakland Intchge. Section"	0.71	1,170,000	1,079,600	90,400		ROW - 300' normal; Access Control - full Parking Restrictions- Complete.
		PROJECT TOTALS	0.71	1,170,000	1,079,600	90,400		

PROVAL DATES

REMARKS

Additional Data: Item Nos. 118, 171, 172 & 737;
Project Nos. I-5-3(11), (16), (17) & (92), respectively.

-over-

Remarks - continued

Project Data: The proposed project, which involves revising the interchange configuration to eliminate a left hand off ramp entails widening the roadway ajacent to the N. Bd. lanes to accommodate realignment of the S. Bd. lanes, consists of grade, drain and high-type pave four 12-foot lanes with 10-foot left shoulders and a variable median (8.4 feet to 16 feet), construction of one under-crossing structure and incidental items common to this type of project.

Structure:

Description	Type Code	Est. Cost
Br. No. 7508A; Hwy. over hwy; Reinf. conc. box girder; L. 342'; H.C. 26'	X221	$360,000

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Right-of-Way: No additional required.

Note: (1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Inter
7-7(2), on this project will be determined at PS & E
and the number stipulated in the PS & E documents.

(3) The project qualifies as a "Safety Improvement Proje
Under the provisions of FHPM 6-8-2.1 for the existin
hand off ramp located on a right-hand curve has a po
accident hazard greater than average based on locati
with like characteristics having greater than average
dent experience.

(4) The necessary landscaping of this section will be do
a separate project or projects in the future as "Sta
Construction".

NORTH OAKLAND INTCHGE. SECTION
PROJECT NO. I-5-3(102)140

tinued

The proposed project, which involves revising the nfiguration to eliminate a left hand off ramp entails oadway ajacent to the N. Bd. lanes to accommodate the S. Bd. lanes, consists of grade, drain and high- 12-foot lanes with 10-foot left shoulders and a n (8.4 feet to 16 feet), construction of one under- ture and incidental items common to this type of

ription	Type Code	Est. Cost
Hwy. over hwy; ox girder; L. 342';	X221	$360,000

irements: Exempt from State Clearinghouse and aringhouse A-95 review under working agreements 1970 and May 28, 1971, respectively.

ation Planning (PPM 50-9): Not applicable.

irements: Nonmajor action project environmental itted under separate action.

irements: Not applicable under "Timesaving Proce- n in FHPM 6-8-2.1.

No additional required.

s project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) The project qualifies as a "Safety Improvement Project" Under the provisions of FHPM 6-8-2.1 for the existing left hand off ramp located on a right-hand curve has a potential accident hazard greater than average based on locations with like characteristics having greater than average accident experience.

(4) The necessary landscaping of this section will be done under a separate project or projects in the future as "Stage Construction".

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project I-5-3(-)
North Oakland Interchange Section
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 25 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act

4-18-75
Rulien - Please handle.

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File Br. 7508A

R

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 31, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

N. Oakland Interchange
N. Oakland Intch. Section
Pacific Highway I-5
Douglas Co.

Enclosed are two copies of Drawing 30462, the foundation data sheet, and two copies of the foundation recommendation for the subject structure.

Drawing 30390, which accompanied our submittal of February 27, 1975, indicated piles at Bents 1 and 5 and spread footings at Bents 2, 3 and 4. Our contract drawing will have spread footings at Bents 1, 2 and 3 with piles at Bents 4 and 5 in accordance with the foundation recommendation.

This is being sent to you to complete our preliminary submittal.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

L. L. Wallace
Bridge Design Engineer

JMT/ag
Encls.
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
A. Shirley

RECEIVED
MAR 3 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8208

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 26, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-5-3(-)
North Oakland Interchange - #7508A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's February 27 letter transmitted preliminary plan data for this project. The proposed structure is approved contingent on the receipt of adequate foundation data.

G. L. Green

TE
L. JOHN

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR

Cl Hart
3-27-75

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8208

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 7, 1975

Salem, Oregon

FILE: Br. 7508A

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Gordon Ballard
Supervising Design Engineer

SUBJECT:

N. Oakland Int. Sec.
Pacific Hwy.
Highway Illumination

In accord with the attached letter from the Traffic Section, no highway illumination will be installed at the subject location.

RWE/ag
Encl.
cc E. S. Hunter
D. H. Moehring
L. E. George
A. Shirley

FILE
E. S. HUNTER

RECEIVED
MAR 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7208

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1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Bridge 7508A

February 27, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

N. Oakland Interchange
N. Oakland Intch. Section
Pacific Highway, I-5
Douglas County, Bridge 7508A

Enclosed are two prints each of drawings 30390 and 30102 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two prints of the approved geometric sheet. The foundation recommendation is not complete at this time and will be forwarded at a later date.

The roadway width and alignment are in accordance with the requirements established for this project. The length was established to span the proposed freeway section and the elevation was established to provide 17 feet of vertical clearance.

We are proposing a reinforced concrete box girder with an estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, of $436,000. Box girder construction is the most appropriate for a curved structure of this type and the span lengths are short enough that post-tensioning is not required and reinforced concrete construction is more desirable when built over traffic than post-tensioned construction.

RECEIVED
FEB 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

8209 E. Hood R. Intchge-Rowena Sec.1975
Col. R. Hwy. E. of Hood River
(Grade,pave,barrier & sign) #2

cc: State (H. S. Coulter)
Washington, D.C. (HH(2)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEC L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 10-3-78	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-3(69)63
COMPLETION DATE 11-3-76	ACCEPTANCE DATE BY CONTRACT AGENCY 7-18-77	TIME ELAPSED See Below %	CONTRACT TIME 400 CWD
APPROVED EXTENSIONS See Below	LOCATION Columbia River Highway in Wasco County		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST HOOD RIVER INTERCHANGE-ROWENA SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Barriers and Signing

This project provided for the construction of an asphaltic concrete overlay, concrete median barrier, guardrail, and other associated safety improvements on this 11.5 mile section of Interstate Highway.

The contract provided for three intermediate completion dates of (a) ~~125~~ 150 CWD, (b) 325 CWD, and (c) 400 CWD. The contractor used (a) 163 CWD, (b) 325 CWD, and (c) 411 CWD. Time extensions were approved for phases (a) 13 CWD and (c) 11 CWD, respectively. Thus all liquidated damages charged to the contractor were excused.

The final amount of the original contract items was $4,037,351.38 which is a negligible overrun of the contract bid amount of $4,032,598.00. The final project cost, including engineering, was $4,425,127.06.

All signing and striping has been completed. All participating work has been completed.

COPY SENT
OCT 20 1978
Washington

A final inspection of the project was made on December 6, 1976.

RECEIVED STATE HWY ENGR OCT 2 '78 REFER TO FOR File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8209-14 State Copy

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD — *To be completed by Washington Headquarters Personnel*

16	18	19	2 4	22	23	24	25	8 9	27	28	12 30	13 31 15 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Hood River & Wasco
FEDERAL PROJECT NO: I-80N-3(69)63
URBAN ☐ RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	4,133,597	
21	LENGTH OF PROJECT	MILES	11.440	

DATE STARTED: July 9, 1975
DATE COMPLETED: November 3, 1976
TOTAL NO. BRIDGES: ----

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	87,882	889,541

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,617,163	
	9	PETROLEUM PRODUCTS	GAL.	726,270	
	1	CEMENT	BBL.	1,600	
CARD C	2	AGGREGATES PURCHASED	TON	295,000	
	92		CU. YD.	427,750	
	3	BITUMINOUS MATERIAL	GAL.	143,000	
	4	LUMBER	THS. BD. FT.	12	
CARD D	5	TIMBER PILING	LIN. FT.	-	
	7	REINFORCING STEEL	LB.	-	
	8	STRUCTURAL STEEL	LB.	-	
	10	EXPLOSIVES	LB.	10,000	
CARD E	11	READY MIXED CONCRETE	CU. YD.	1,430	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	-	
	15	AGGREGATES PRODUCED	TON	190,650	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	500	
	17	FENCING	LIN. FT.	1,140	
	18	GUARDRAIL	LIN. FT.	130,461	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	48,600	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48	52 53	61 62	70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	96
		48	30
CARD J	13	CONCRETE PIPE	
		18	105
		24	165
		36	18
		48	54
		60	66
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major part of the work is within an urban area or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material costs and the total man-hours and wage earnings should bear a reasonable relationship to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the project and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the total construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the total construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV 9-74)

GPO 881-120

July 24, 1978

Mr. Henry C. Willener
Attorney at Law
Standard Plaza
Portland, OR 97204

Dear Mr. Willener:

Attached is your Check No. 23466 in the amount of $12.75 which was attached to the Subpena I received on May 31, 1978, in connection with Sunco, Inc., vs. Safeco Insurance Company of America and Watson Asphalt Paving Company.

In February of this year, we xeroxed 254 pages of miscellaneous correspondence pertaining to the Watson Asphalt Paving Company Contract No. 8209.

Please issue a check in the amount of $25.40 for this xeroxing.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

Att.

[illegible]
[illegible]
CWH [illegible]

FORM No. 941—Civil Subpena—Issued by Attorney

TK

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR.

Rec. 5/31/78
3:05 p.m.
C.H. Head

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION and OREGON STATE HIGHWAY DIVISION, ex rel SUNCO, INC., Plaintiff,

vs.

SAFECO INSURANCE COMPANY OF AMERICA and WATSON ASPHALT PAVING CO., Defendant.

Case No. 76 08 09784

CIVIL SUBPENA*
DUCES TECUM

TO: Mr. Cecil Head, Oregon State Dept. of Transportation, Transportation Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit *Court of the State of Oregon for the County of* Multnomah, *at Room No.* [illegible] *of the County Court House of said county in the City of* Portland, *Oregon, on the* 5th *day of* June, *19* 78, *at* 9:30 *o'clock* A.M., *to testify as a witness in the above entitled cause on behalf of* plaintiff and bring all documentation dealing with bid item 011 on contract #[illegible] or pertaining to general excavation, blasting, drilling and payment therefore and any documentation relating to Watson Asphalt Paving Co. This includes all diaries, vouchers, final quantities, reports, correspondence, notes, no matter what the originating source.

/s/ Henry C. Willener

Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 1200 Standard Plaza, Portland, Oregon 97204 *Phone* 222-9981

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

Henry C. Willener

If an officer, state title.

Proof of service made by person other than sheriff or constable.

STATE OF OREGON, County of ss:

I, , *being first duly sworn, depose and say that the within subpena was delivered to me for service on* , *19* ; *that I served the same within the county and state aforesaid on the* day *of* , *19* *on the within named* *by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.*

Subscribed and sworn to before me this day *of* , *19* .

(SEAL) *Notary Public for Oregon*

My Commission expires

Proof of service if made by sheriff or constable.

STATE OF OREGON, County of ss:

I hereby certify that the within subpena was delivered to me for service on , *19* ; *that I served the same within the county and state aforesaid on the* day *of* , *19* , *on the within named* *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

of County, Oregon

By Deputy

Witness fees	$
Mileage	$
Paid by	$

For Civil Subpena issued by clerk, see S-N Form No. 255

CIVIL SUBPENA

* (Statutory spelling, ORS 44.110.)

Subpena Duces Tecum—Issued by Attorney

TK

Rec. 5/31/78
3:05 p.m.
C. H. Head

6/1/78 Rec
8:40 pm
phone call
from Sara
(Willener Sec.)
Case reset
for 7/18/78
9:30 am.

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON by and through the DEPARTMENT OF TRANSPORTATION and OREGON STATE HIGHWAY DIVISION, ex rel SUNCO, INC. *Plaintiff,*

vs.

SAFECO INSURANCE COMPANY OF AMERICA and WATSON ASPHALT PAVING CO. *Defendant.*

Case No. 76 08 09784

CIVIL SUBPENA**
DUCES TECUM

TO: Mr. Cecil Head, Oregon State Dept. of Transportation, Transportation Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit *Court of the State of Oregon for the County of* Multnomah, *at Room No.* [illegible] *of the County Court House of said county in the City of* Portland, *Oregon, on the* 5th *day of* June, *19* 78, *at* 9:30 *o'clock* A.M., *to testify as a witness in the above entitled cause on behalf of* plaintiff and bring all documentation dealing with bid item 011 on contract 8209 or pertaining to general excavation, blasting, drilling and payment therefore and any documentation relating to Watson Asphalt Paving Co. This includes all diaries, vouchers, final quantities, reports, correspondence, notes, no matter what the originating source.

/s/ Henry C. Willener
Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 1200 Standard Plaza, Portland, Oregon 97204 *Phone* 222-9981

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

Henry C. Willener
If an officer, state title.

July 21 – 9am.
Room 406 Ct.H
Judge Van Hoomison

July 20 (pm) rec - word
Case settled out of Court
CHH

Proof of service made by person other than sheriff or constable.

STATE OF OREGON, County of .... *ss:*

I, ..., *being first duly sworn, depose and say that the within subpena was delivered to me for service on* ...., *19* ....; *that I served the same within the county and state aforesaid on the* .... *day of* ...., *19* .... *on the within named* .... *by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.*

Subscribed and sworn to before me this .... *day of* ...., *19* ....

(SEAL)

Notary Public for Oregon

My Commission expires ....

7/10 – Called Sara – Case is still set for July 18 – Willener will call later in week –
9:30 am July 18th C.H

Proof of service if made by sheriff or constable.

STATE OF OREGON, County of .... *ss:*

I hereby certify that the within subpena was delivered to me for service on ...., *19* ...., *that I served the same within the county and state aforesaid on the* .... *day of* ...., *19* ...., *on the within named* .... *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

.... *of* .... *County, Oregon*

By .... *Deputy*

Witness fees	$
Mileage	$
Paid by	$

For Civil Subpena issued by clerk, see S-N Form No. 255

CIVIL SUBPENA

**Statutory spelling ORS 44.*

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
1100 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.

DONALD JOE WILLIS
J. LAURENCE CABLE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A. LUEDTKE
ROY D. LAMBERT
E. J. SIMMONS
DAVID K. McADAMS
W. A. JERRY NORTH
JAMES T. WALDRON
ROBERT D. DAYTON
DAVID W. AXELROD
ANCER L. HAGGERTY
DELBERT J. BRENNEMAN
ROBERT W. NUNN
RODERIC S. MacMILLAN
JAMES E. BENEDICT
STEVEN H. PRATT
DONALD A. HAAGENSEN
RUTH J. WAXMAN
RALPH V. BAKKENSEN
ELIZABETH K. REEVE

EDWIN D. HICKS
COUNSEL

April 21, 1978

[illegible]
JACK L. SOLLIS

Mr. Jack Sollis
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

Re: Sunco, Inc. v. Watson Asphalt Paving Co.

Dear Jack:

In accordance with our conversation several days ago I am furnishing you the following list of state employees that I will be needing as witnesses from your Salem office. I will also be using other people that are located in The Dalles and Portland.

Mr. Warren Richards
Mr. Kenneth Senn
Mr. Cecil Head
Mr. Robert Church
Mr. Roger Gebauer

I will resubpoena the people in Portland and The Dalles because there could be some possibility of a foul up. As we agreed, it will not be necessary to re-serve the people I have listed since they can keep their witness fee and use it for the next trial setting. I will advise you of the new trial date as soon as it is received. I appreciate your cooperation.

Very truly yours,

HENRY C. WILLENER

HCW:sb

FORM No. 941—Civil Subpena—Issued by Attorney
TK

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

Rec - 4/17/78
8:23 am

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON, by and through the DEPARTMENT OF TRANSPORTATION and OREGON STATE HIGHWAY DIVISION, ex rel SUNCO, INC., *Plaintiff,*

vs.

SAFECO INSURANCE COMPANY OF AMERICA, and WATSON ASPHALT PAVING CO., *Defendant.*

Case No. 76 08 09784

CIVIL SUBPENA*
DECES TECUM

TO: Mr. Cecil Head, Oregon State Dept. of Transportation, Transportation Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit *Court of the State of Oregon for the County of* Multnomah*, at Room No.* 208 *of the County Court House of said county in the City of* Portland*, Oregon, on the* 20th *day of* April*, 19* 78*, at* 9:00 *o'clock* A.M. *to testify as a witness in the above entitled cause on behalf of* plaintiff and bring all documentation dealing with bid item 011 on contract #8209 or pertaining to general excavation, blasting, drilling and payment therefore and any documentation relating to Watson Asphalt Paving Co. This includes all diaries, vouchers, final quantities, reports, correspondence, notes, no matter what the originating source.

Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 1200 Standard Plaza, Portland, Oregon 97204 *Phone* 222-9981

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

4/18/78 - Rec. phone call from Sandy (Sollis) + Art this case is now held over until June 10 to 20
C.H.

If an officer, state title.

Warren Richards was told to hold check —

Proof of service made by person other than sheriff or constable.

STATE OF OREGON, County of .... *ss:*

I, ... *being first duly sworn, depose and say that the within subpena was delivered to me for service on* ....*, 19* ....*; that I served the same within the county and state aforesaid on the* .... *day of* ....*, 19* .... *on the within named* .... *by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.*

Subscribed and sworn to before me this .... *day of* ....*, 19* ....

Notary Public for Oregon

(SEAL)

My Commission expires ....

Proof of service if made by sheriff or constable.

STATE OF OREGON, County of .... *ss:*

I hereby certify that the within subpena was delivered to me for service on ....*, 19* ....*; that I served the same within the county and state aforesaid on the* .... *day of* ....*, 19* ....*, on the within named* .... *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

.... *of* .... *County, Oregon*

By .... *Deputy*

Witness fees	$
Mileage	$
Paid by	$

For Civil Subpena issued by clerk, see S-N Form No. 255

CIVIL SUBPENA

* (Statutory spelling, ORS 44.110.)

FORM No. 941—Civil Subpena—Issued by Attorney.

TK

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

Rec. 4/17/78
8:23 am

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON, by and through the DEPARTMENT OF TRANSPORTATION and OREGON STATE HIGHWAY DIVISION, ex rel SUNCO, INC.
Plaintiff,

vs.

SAFECO INSURANCE COMPANY OF AMERICA, and WATSON ASPHALT PAVING CO.
Defendant.

Case No. 76 08 09784

CIVIL SUBPENA*
DECES TECUM

TO: Mr. Cecil Head, Oregon State Dept. of Transportation, Transportation Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON:

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Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 1200 Standard Plaza, Portland, Oregon 97204 *Phone* 222-3981

(Original in Safe with check.)

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

(4/18) – Hold over until the middle of June –

Terry C. Millener
If an officer, state title.

Proof of service made by person other than sheriff or constable.

STATE OF OREGON, County of ss:

I, *being first duly sworn, depose and say that the within subpena was delivered to me for service on* , *19* ; *that I served the same within the county and state aforesaid on the* *day of* , *19* *on the within named* *by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.*

Subscribed and sworn to before me this *day of* , *19*

(SEAL) *Notary Public for Oregon*

My Commission expires

Proof of service if made by sheriff or constable.

STATE OF OREGON, County of ss:

I hereby certify that the within subpena was delivered to me for service on , *19* ; *that I served the same within the county and state aforesaid on the* *day of* , *19* , *on the within named* *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

of *County, Oregon*

By *Deputy*

Witness fees	$
Mileage	$
Paid by	$

For Civil Subpena issued by clerk, see S-N Form No. 255

CIVIL SUBPENA

"A" - 10

FIELD ENGINEER'S WEEKLY REPORT
#8209 - E. Hood River Interchange-Rowena

1977 - Feb. 11
Jan. 28, 22, 14, 7

1976 - Dec. 31, 24, 17, 10, 3
Nov. 26, 19, 11, 5
Oct. 29, 22, 15, 8, 1
Sept. 24, 17, 10, 3
Aug. 27, 20, 13, 6
July 30, 23, 16, 9, 2
June 25, 18, 11, 4
May 28, 21, 14, 7
April 30, 23, 16, 9, 2
March 26, 19, 12, 6
Feb. 27, 20, 13, 6
Jan. 30, 23, 16, 9, 2

1975 - Dec. 26, 19, 12, 5
Nov. 28, 21, 14, 7
Oct. 31, 24, 17, 10, 3
Sept. 26, 19, 12, 5
Aug. 29, 22, 15, 8, 1
July 25, 18, 11

attach

I, Warren Richards, Construction Office Coordinator, Department of Transportation, Highway Division, do hereby certify that the attached copies of the documents itemized above are true and correct copies of the documents on file with the Department of Transportation.

Dated this 6th day of January, 1978.

Warren Richards
Warren Richards
Construction Office Coordinator

9207

STATE COPY

8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-28

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

m Approved: O M B No. 04-R2089

State Oregon

County Hood River & Wasco

Project Number I-80N-3(69)63

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,421,073	$ 4,528,605
Federal funds	$ 4,079,766	$ 4,178,996
Other revisions		

This modification is made for the following reasons:

To include the increased cost of approved P.A. 7.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 19 78.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Service Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. I-80N-3(69)63

E. HOOD RIVER - ROWENA SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER AND WASCO COUNTIES

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1245+00 to Sta. 1879+00)

Sub-Total on Previous Estimate June 5, 1975			$ 4,057,398.00
Revised Estimate P.A. 30701 General Excavation	9,919.36 cu.yd.	$6.00	$ 59,516.10
	Sub-Total		$4,116,914.10
	Engineering		411,690.90
	Total		$4,528,605.00

Federal Funds	$4,178,996.00
State Funds	349,609.00
Total	$4,528,605.00

Group 1 - 100%
Contract No. 8209
Prefix No. 614-1082

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-183

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Hood River & Wasco

Project Number
I-80N-3(69)63

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,421,073	$ 4,421,073
Federal funds	$ 4,079,766	$ 4,421,073
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 341,307 ."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-106	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-12-75	STATE Oregon COUNTY Hood River & Wasco PROJECT NO. I-80N-3(69)63

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 0.7 mi. E. of Hood River, E. 11.44 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-75	11.44
OTHER (*Specify*)		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,421,073	$ 4,019,766

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(*Official name of Highway Agency*)

By E S Hunter

Assistant State Highway Engineer
(*Title*)

By ____________________
(*Title*)

By ____________________
(*Title*)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________ (*Division Engineer*)
G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. I-80N-3(69)63

E. HOOD RIVER-ROWENA SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER AND WASCO COUNTIES

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1245+00 to Sta. 1879+00)

Furnishing Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required		368,000.00
Temporary Protection and Direction of Traffic	All	Required		15,000.00
Temporary Signs	2,720	sq.ft.	7.00	19,040.00
Temporary Barricades	20	only	150.00	3,000.00
Oversize Advance Construction Signs	2	only	4,000.00	8,000.00
Flagmen	2,100	hour	14.00	29,400.00
Clearing and Grubbing	All	Required		67,000.00
Removal of Structures and Obstructions	All	Required		40,000.00
Ditch Excavation	260	cu.yd.	15.00	3,900.00
General Excavation	142,600	cu.yd.	3.51	500,526.00
Extra for Selected Embankment Material	2,880	cu.yd.	1.00	2,880.00
Trench Excavation	180	cu.yd.	15.00	2,700.00
Finishing Roadbed and Slopes	All	Required		8,000.00
Watering	1,560	M-gal.	6.00	9,360.00
Aggregate Shoulders	34,000	ton	3.25	110,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	130,600	ton	5.70	744,420.00
Class "E" Asphalt Concrete Mixture	31,000	ton	6.70	207,700.00
Asphalt Cement in Mixture	10,660	ton	65.00	692,900.00
Portland Cement Additive in Class "E" Mixture	310	ton	60.00	18,600.00
Asphalt in Tack Coat	150	ton	125.00	18,750.00
8-inch Culvert Pipe	100	lin.ft.	5.00	500.00
12-inch Culvert Pipe	16	lin.ft.	9.00	144.00
18-inch Culvert Pipe	103	lin.ft.	10.00	1,030.00
24-inch Culvert Pipe	174	lin.ft.	20.00	3,480.00
36-inch Culvert Pipe	18	lin.ft.	30.00	540.00
48-inch Culvert Pipe	24	lin.ft.	35.00	840.00
60-inch Culvert Pipe	66	lin.ft.	60.00	3,960.00
Extra for Pipe Under Pavement	40	lin.ft.	10.00	400.00
Concrete Manholes	1	only	1,800.00	1,800.00
Concrete Inlets, Type G-2	2	only	375.00	750.00
Concrete Inlets, Type G-2M	1	only	400.00	400.00

8209

Guard Rail, Type 2A	68,750	lin.ft.	4.57	314,187.50
Guard Rail, Type 3	200	lin.ft.	6.60	1,320.00
Guard Rail Anchors, Type 1	12	only	290.00	3,480.00
Guard Rail Anchors, Type 2	26	only	235.00	6,110.00
Extra for Guard Rail Bridge Connections	8	only	460.00	3,680.00
Rail End Pieces, Type A	22	only	15.00	330.00
Rail End Pieces, Type C	12	only	120.00	1,440.00
Extra for 8-Foot Posts	7,350	only	6.35	46,672.50
Metal Median Barrier Connection	64	lin.ft.	31.00	1,984.00
Metal Median Barrier Modified	438	lin.ft.	5.20	2,277.60
CL-6 Chain Link Fence	1,112	lin.ft.	4.50	5,004.00
Extra for Asphalt Paved Rock Surfacing Slopes	2	only	200.00	400.00
Concrete Barrier	64,180	lin.ft.	10.32	662,337.60
Paved Culvert End Slopes	600	sq.ft.	10.00	6,000.00
Guide Posts	530	only	15.00	7,950.00
Adjusting Inlets	2	only	300.00	600.00
Roadside Seeding and Mulching	11	acre	404.00	4,444.00
Membrane Waterproofing, Br. No. 7392A	1,027	sq.yd.	8.00	8,216.00
Membrane Waterproofing, Br. No. 7393A	1,460	sq.yd.	8.00	11,680.00
Membrane Waterproofing, Br. No. 7399	1,085	sq.yd.	8.00	8,680.00
Transverse Joint Paving Dam	99	lin.ft.	20.00	1,980.00
Signing				
Removal of Existing Sign Installations	All	Required		2,000.00
Painted Wood Sign Posts	All	Required		3,100.00
Sign Support Footings	All	Required		10,900.00
Breakaway Sign Posts	All	Required		22,760.00
Exit Number Sign Supports	All	Required		935.00
Type "A" Signs in Place	322	sq.ft.	13.40	4,314.80
Type "D" and "R" Signs in Place	85	sq.ft.	7.00	595.00
Move and Modify Existing Signs	All	Required		3,700.00
				$4,032,598.00
Additional Items				
Permanent Pavement Striping	All	Required		$ 5,000.00
Stage Construction Striping	All	Required		10,000.00
Temporary Erosion Control	All	Required		5,000.00
On-the-Job Trainees (6 @ $800)	All	Required		4,800.00
				$ 24,800.00
	Subtotal			$4,057,398.00
	Engineering			405,739.00
	Total			$4,463,137.00

8209

Salvage and Deliver Guardrail	841,280 lbs.	0.05	(42,064.00)
			$4,421,073.00

Length of Roadway - - - - - - 11.440 Miles
Cost of Roadway Per Mile- - - $386,457.43

Retained in Program Status

Slide Correction	All Required	$ 10,000.00
	Subtotal	$ 10,000.00
	Engineering	1,000.00
	Total	$ 11,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,421,073.00	$4,079,766.00	$341,307.00
Retained in Program	11,000.00	10,150.00	850.00
Total	$4,432,073.00	$4,089,916.00	$342,157.00

Group 1 - 100%

Contract No. 8209

Prefix No.: 614-1082

8209

E. HOOD RIVER-ROWENA SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 10,000.00

8209

8

March 1, 1978

Safeco Insurance Co. of America
Safeco Plaza
Seattle, WA 98105

Gentlemen:

Attached is a copy of a claim dated May 14, 1976, from Souther, Spaulding, Kinsey, Williamson & Schwabe, Attorneys at Law, on behalf of Sunco, Inc. stating that Watson Asphalt Paving Company owes them $58,877.67 for labor, material and equipment.

This appears to be in connection with the Watson Asphalt Paving Company, Inc. Contract No. 8209, East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

We were recently advised that this claim was filed with the Secretary of State and we have obtained a copy for you and our files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Watson Asphalt Paving Company, Inc.
19220 N.E. 80th
Redmond, WA 98052

MAILED O
3-1-78 (kr)

State of Oregon

OFFICE OF THE SECRETARY OF STATE

I, NORMA PAULUS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify:

THAT the attached copy of the NOTICE OF CLAIM, has been compared with the original filed in my office on May 17, 1976, and that same is a full and complete copy therefrom.

I FURTHER CERTIFY that I am legal custodian of the subject document.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 16th *day of* February *, A.D.* 1978 .

NORMA PAULUS, SECRETARY OF STATE

By:

Assistant *Secretary of State*

CERTIFICATE

State of Oregon

OFFICE OF THE SECRETARY OF STATE

I, NORMA PAULUS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify:

THAT the attached copy of the NOTICE OF CLAIM, has been compared with the original filed in my office on May 17, 1976, and that same is a full and complete copy therefrom.

I FURTHER CERTIFY that I am legal custodian of the subject document.

In Testimony Whereof, I have hereunto set my hand and
affixed hereto the Seal of the State of Oregon.
Done at the Capitol at Salem, Oregon, this
16th *day of* February , *A.D. 19*78 .

NORMA PAULUS, SECRETARY OF STATE

By:

Assistant *Secretary of State*

5088

FILED
MAY 17 1976
CLAY MYERS
SECRETARY OF STATE

S THER, SPAULDING, KINSEY, WILLIAMSON SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS: "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N SOUTHER
BRUCE SPAULDING
WILLIAM H KINSEY
WAYNE A WILLIAMSON
JOHN L SCHWABE
WENDELL WYATT
GORDON MOORE
KENNETH E ROBERTS
FORREST W SIMMONS
JAMES B O'HANLON
DOUGLAS M THOMPSON
JAMES R MOORE
A ALLAN FRANZKE
ROLAND F BANKS, JR
GINO G. PIERETTI, JR
DOUGLAS J WHITE, JR.
JOHN B SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F SPIEKERMAN
ROBERT G SIMPSON
RIDGWAY K FOLEY, JR
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.
STEPHEN B HILL
PAUL N DAIGLE
ROBERT T HUSTON

KENNETH D. RENNER
KENNETH E ROBERTS, JR
DONALD JOE WILLIS
J LAURENCE CABLE
GREGORY W. BYRNE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C WILLENER
TERRY C HAUCK
MARK H. WAGNER
JOHN G CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL
JOHN E. HART
ROGER A LUEDTKE
ROY D LAMBERT
E. J SIMMONS
DAVID K. McADAMS
W A JERRY NORTH
JAMES T. WALDRON
BARBARA J. ROBERTS
DAVID W. AXELROD

EDWIN D. HICKS
COUNSEL

MAY 17 3 17 PM '76
SECRETARY OF STATE

May 14, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary of State
Salem, Oregon 97310

Re: East Hood River Interchange, Rowena,
Section of Columbia River Highway,
Oregon State Highway Contract Number 8209

Dear Sir:

Pursuant to ORS 279.526 and ORS 279.528 please find enclosed the required Notice of Claim of Sunco, Inc. and/or John A. Sundwall. Please take the required action to perfect the record of the claimant in this matter. Litigation will be undertaken at the earliest possible date. Accordingly, I would appreciate copies of all the bonding documents relative to the above mentioned contract. Any costs will be remitted immediately upon receipt. Any questions in connection with the above captioned claim may be addressed to me at the above address.

Very truly yours,

Henry C. Willener

HENRY C. WILLENER

HCW:sb
Enclosure
cc: Tom Wernette

FILED
MAY 1 19[illegible]
CLAY MYERS
SECRETARY OF STATE

[illegible]

NOTICE

TO: THE STATE OF OREGON, OREGON STATE HIGHWAY DIVISION:

Notice hereby is given that the undersigned Sunco, Inc. and/or John A. Sundwall has a claim for furnishing all required labor, material and equipment to pre-split, drill and shoot (blast) on the East Hood River Interchange, Rowena, Section of Columbia River Highway, Oregon State Highway Contract Number 8209, in the sum of $58,877.67 against the bond taken from Watson Asphalt Paving Co., Inc., principal, and Safeco Insurance Company of America, surety, for the work of performing a highway improvement project for the state of Oregon State Highway Division under Contract Number 8209.

SUNCO, INC.

BY: ______________________
John A. Sundwall - President

____
John A. Sundwall

8209

8

February 17, 1978

Mr. Henry C. Willener
Attorney at Law
Standard Plaza
Portland, OR 97204

Dear Mr. Willener:

In response to your visit to this office on February 16, we are attaching xerox copies of correspondence (254 pages) taken from Contract File No. 8209 awarded to Watson Asphalt Paving Company, Inc., covering the East Hood River Interchange-Rowena Section of the Columbia River Highway.

As mentioned, there is a charge of 10 cents per page. Your remittance for $25.40 will be appreciated. Please mail to 121 Transportation Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Jack Sollis

FORM No. 941—Civil Subpena—Circuit Court—Issued by Attorney

STEVENS-NESS LAW PUB. CO., PORTLAND, OR

SN

Rec- 1/5/78
8:25 am.
C.H.

By (Fun[illegible])

Service copy

In the Circuit Court of the State of Oregon

Gave original to Warren Richards also $13.00 Cash (CC to Sollis)
C.H.
1/5/78

FOR THE COUNTY OF Multnomah

STATE OF OREGON ex rel.
F. H. McEWEN CONSTRUCTION CO.,
Plaintiff,
vs.
WATSON ASPHALT PAVING CO., INC., et al.,
Defendant.

Case No. A7612 18119

CIVIL SUBPENA*

TO: CEDIL W. HEAD, Director of Commission Services, Department of Transportation, or other custodian of the records herein subpoenaed:

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit Court of the State of Oregon for the County of Multnomah, *at* ~~Room No.~~ XXX *the County Court House of said county in the City of* Portland, *Oregon, on the* 9th *day of* January, *19*78, *at* 9:30 *o'clock* A. *M., to testify as a witness in the above entitled cause on behalf of* plaintiff, and bring with you the books, records and documents in the custody of the Oregon State Highway Department described on Exhibit "A" attached hereto.

Talked to Paul M Richards & Head 1/5/78

Paul R. Meyer
F. Gordon Allen
KOBIN & MEYER

PAUL R. MEYER
Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address Suite 800, 610 S.W. Alder Str., Portland, Or. *Phone* (503) 223-1107

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

If an officer, state title.

W. Richards will take items to Portland on Jan. 9th

Contract #8209

also Ret- on Jan 10th

Proof of service made by person other than sheriff.

STATE OF OREGON, County of .... *ss:*

I, ... *, being first duly sworn, depose and say that the within subpena was delivered to me for service on* .... *, 19* ...... *; that I served the same within the county and state aforesaid on the* .... *day of* .... *, 19* ...... *on the within named* .... *by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.*

....

Subscribed and sworn to before me this .... *day of* .... *, 19* ......

....
Notary Public for Oregon

(SEAL)

My Commission expires ....

Proof of service if made by sheriff.

STATE OF OREGON, County of .... *ss:*

I hereby certify that the within subpena was delivered to me for service on .... *, 19* ...... *; that I served the same within the county and state aforesaid on the* .... *day of* .... *, 19* ...... *, on the within named* .... *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

....
Sheriff of .... *County, Oregon*
By .... *Deputy*

Witness fees	$
Mileage	$
Paid by	$

For Civil Subpena issued by clerk, see S-N Form No. 255.

CIVIL SUBPENA

EXHIBIT "A"

Bring with you the following records of the Oregon State Highway Department relating to Contract No. 8209 between the OSHD and Watson Asphalt Paving Co. (East Hood River Interchange - Rowena Section of Columbia River Highway):

Church Kinns

1. All pay estimates including progress estimates and final estimates paid Watson on the job, together with copies of vouchers and canceled checks reflecting date payment was made to Watson.

2. "Resident Engineer's Diaries" for Contract No. 8209, as prepared by Alan Schwaller for the months of April, May and June 1976. (Please note that while Mr. Schwaller did not make a practice of signing his diaries daily, we were assured that diaries for each of those three months were prepared in his handwriting.)

3. All requests by Watson for extensions of time or increase in number of work days to complete its construction contract; all interoffice memoranda by the Oregon State Highway Department relevant thereto; and all communications from the Oregon State Highway Department or other decisions transmitted to Watson in connection with said requests, including but not limited to: (a) requests by the contractor dated on or about October 2, 1975; (b) letters from the Oregon State Highway Department to Watson dated January 19, 1976, and dated December 8,

1976; and (c) interoffice memorandum dated November 30, 1976.

4. All test summaries and reports reflecting fines imposed upon Watson by reason of placing asphaltic concrete aggregate which was not within specifications, and all data upon which the summaries were based.

5. All test reports performed by the Oregon State Highway Department on aggregate produced for this job by McEwen, whether in the field or in the laboratory in Salem.

6. The following OSHD memoranda:

- April 2, 1976 - Sandman to Walker
- ✓ September 28, 1976 - Sawyer to Walker
- ✓ January 17, 1977 - Sawyer to Glenn
- ✓ January 20, 1977 - Sawyer to Glenn

7. OSHD "Test result summary" for all items of work on Contract No. 8209.

8. "Asphalt inventory" for No. 614-1082.

9. All documents showing formulation and preparation of mix design for asphaltic concrete and all documents reflecting any changes in mix design.

10. All field engineer weekly reports.

11. O.S.H.D. files on McEwen subcontract and modifications - (Any transmittals)

12. Copy of Bond

(1/9) 13. Copies of claims

14. Letter of Acceptance

(1/10) 15. Copy of [illegible] (Certified)

16. " " [illegible]

FORM 81-734-3030

2

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

January 11, 1977
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Mr. C. M. Williams
Regional Engineer
BEND

SUBJECT: East Hood River-Rowena Section
Columbia River Highway
Wasco County

NOTED
E. S. HUNTER

Early this week I had a telephone conversation with Bob Orr of the Union Pacific Railroad Company in which he stated that one of his superiors was concerned about the lack of guardrail adjacent to our highway at railroad milepost 75 (Highway Station 1845+00). In this area on the recent contract (No. 8209) we provided for safety slopes in the area between the highway and the Union Pacific Railroad Company right of way. At the time of construction, the Union Pacific Railroad Company expressed some concern for the lack of any obstruction between the highway and the railroad.

During the recent foul weather in the Columbia Gorge, which resulted in a lot of ice being formed, Mr. Orr's superior was in the Gorge area and noted cars sliding in this area creating a potential danger to the railroad. They felt that cars had the potential of sliding off the highway down the slopes and onto the railroad track. In our conversation, no mention was made of this actually occurring.

It would be appreciated if you could have this researched a little further and advise me as to your thoughts on this particular point so that I may discuss it further with Union Pacific Railroad Company.

JEC:de
cc: E. S. Hunter
J. L. Sollis
J. B. Boyd
J. H. Versteeg
Richard Hawkins.

RECEIVED
TECHNICAL SERVICES
JAN 12 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

9

bc – Secretary of State - Please
acknowledge receipt of the
attached claim on the
enclosed copy of this letter.

August 19, 1977

Kobin & Meyer
Attorneys at Law
610 S.W. Alder St., Suite 800
Portland, OR 97205

Attention: Paul R. Meyer

Gentlemen:

This will acknowledge your letter of August 18, 1977, with attached Amended and Supplemental Notice of Claim of F. H. McEwen against Watson Asphalt Paving Company, Inc. and their surety for furnishing aggregates for shoulders, Class B and Class C asphalt concrete mix aggregates, and Class E asphalt concrete mix aggregates in the amount of $60,522.57 plus interest. Their Notice has an additional claim in the amount of $3,865.50 plus interest for site preparation and well construction.

This appears to be in reference to the Watson Asphalt Paving Company, Inc. Contract No. 8209, East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of the Amended and Supplemental Notice of Claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON
8-19-77

CWH:dda

cc
Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Safeco Insurance Co. of America
Safeco Plaza
Seattle, WA 98105

Watson Asphalt Paving Company, Inc.
19220 N.E. 80th
Redmond, WA 98052

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
F. GORDON ALLEN
ELIZABETH YEATS
DAVID R. TRACHTENBERG

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

August 18, 1977

AMENDED AND SUPPLEMENTAL NOTICE OF CLAIM

To: Oregon State Highway Division
State of Oregon

Notice is hereby given that the undersigned F. H. McEwen (F. H. McEwen Construction Co.) has a claim for processing and furnishing crushed aggregates for shoulders, Class B and Class C asphalt concrete mix aggregates and Class E asphalt concrete mix aggregates in the sum of $60,522.57 for unpaid progress payments and retention, together with 6 percent interest thereon from the various dates when said progress payments and retention respectively became due and payable following the receipt thereof by Watson Asphalt Paving Co., Inc., and further has an additional claim in the amount of $3,865.50 for site preparation and well construction furnished by the undersigned, which sum is due and owing, together with interest at 6 percent per annum from October 1, 1975. The above claims are asserted by the undersigned against the bond taken from Watson Asphalt Paving Co., Inc., as principal, and Safeco Insurance Company, as surety, for the work of constructing the East Hood River Interchange--Rowena Section of Columbia River Highway under contract between Watson Asphalt Paving Co., Inc., for the Oregon State Highway Division--State of Oregon Contract No. 8209.

This notice amends and supplements that certain Notice of Claim filed by F. H. McEwen (F. H. McEwen Construction Co.) dated November 11, 1976, which claim was filed on or about said date, and is given pursuant to O.R.S. 279.528 and is signed by the person giving the notice.

F. H. McEWEN

By ______________________
Paul R. Meyer, His Attorney

RECEIVED
AUG 19 1977
[illegible]

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
F. GORDON ALLEN
ELIZABETH YEATS
DAVID R. TRACHTENBERG

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

August 18, 1977

Secretary, Clerk or Auditor
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head
Commission Services

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

Dear Sir and/or Madam:

Enclosed for filing please find amended and supplemental claim of F. H. McEwen (F. H. McEwen Construction Co.) against the bond furnished by Watson Asphalt Paving Co., Inc., as principal, and Safeco Insurance Company, as surety, on Oregon State Highway Division Contract No. 8209 for the construction of East Hood River Interchange--Rowena Section of Columbia River Highway. This amended and supplemental claim is given to update that notice of claim dated November 11, 1976, heretofore filed on or about that date.

Please acknowledge receipt of this notice of claim.

Very truly yours,

KOBIN & MEYER

Paul R. Meyer

enc.

cc/w enc.: Watson Asphalt Paving Co., Inc.
Safeco Insurance Company
Mr. James D. Hibbard

RECEIVED
[illegible]

5155

FILED
AUG 22 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

bc Secretary of State - Please
acknowledge receipt of the
attached claim on the
enclosed copy of this letter.

August 19, 1977

Kobin & Meyer
Attorneys at Law
610 S.W. Alder St., Suite 800
Portland, OR 97205

Attention: Paul R. Meyer

Gentlemen:

This will acknowledge your letter of August 18, 1977, with attached Amended and Supplemental Notice of Claim of F. H. McEwen against Watson Asphalt Paving Company, Inc. and their surety for furnishing aggregates for shoulders, Class B and Class C asphalt concrete mix aggregates, and Class E asphalt concrete mix aggregates in the amount of $60,522.57 plus interest. Their Notice has an additional claim in the amount of $3,865.50 plus interest for site preparation and well construction.

This appears to be in reference to the Watson Asphalt Paving Company, Inc. Contract No. 8209, East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of the Amended and Supplemental Notice of Claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
AUG 24 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Safeco Insurance Co. of America
Safeco Plaza
Seattle, WA 98105

Watson Asphalt Paving Company, Inc.
19220 N.E. 80th
Redmond, WA 98052

NOTED
C. W. HEAD

NOTED ON CARD
8-24-77

8204

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shiedeler,
Asst. Vice President

Re: Watson Asphalt Paving Co., Inc.

This confirms your letter of August 4, 1977 which indicates the release of the $10,000 deposit in lieu of retainage on Contract 8209.

In addition I confirmed with Terry Cullom your Assistant Cashier by telephone that you have released the $10,000 deposit in lieu of retainage on Contract 8102 also.

Both of these projects have been finalled.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Watson Asphalt Paving Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, JR. (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8209

August 5, 1977

Mr. F. Gordon Allen
Kobin & Meyer
610 S.W. Alder Street, Suite 800
Portland, OR 97205

Dear Mr. Allen:

As requested, attached are xerox copies of correspondence pertaining to Contract No. 8209 with Watson Asphalt Paving Company, Inc., for work on the East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

It is our policy to charge 10 cents per page. Please mail your check for $18.30 to 121 Transportation Building, Salem, OR 97310.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Atts. (183 pages consisting of acceptance & final payment letters, price agreements, weekly reports and extension of time letters.)

cc Jack Sollis

8209

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

July 29, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shiedeler
Asst. Vice Pres.

Re: Watson Asphalt Paving Co., Inc.
Contract 8209

This contract has been finalled. This releases the $10,000 TCD deposited in lieu of retainage on this project. This deposit may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8

July 22, 1977

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On July 20, 1977, we wrote to you concerning release of final payment on Contract No. 8209 awarded to Watson Asphalt Paving Company, Inc. for work on the East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

Final payment on this contract is $79.10 and the total contract amount is $4,153,156.80 including $26,089.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Watson Asphalt Paving Company, Inc.
19220 N.E. 80th
Redmond, WA 98052

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 12, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 & 8209

We have received safekeeping receipt 34746 for TCD 52578 in the amount of $10,000 maturing August 1, 1977, applied to contract 8209 and TCD 52579 in the amount of $10,000 maturing August 1, 1977 applied to contract 8102.

This replaces safekeeping receipt 34733 which had $10,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog,
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Watson Asphalt Paving Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

1/4

June 27, 1977

Heisler & Van Valkenburgh
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Attention: M. D. Van Valkenburgh

Gentlemen:

Reference is made to your recent letter concerning Watson Asphalt Paving Company.

Watson Asphalt Paving Company, Inc., has performed three projects for this Department as prime contractors as follows:

Contract No. 8102, Pleasant Valley Interchange-Bubbs Ranch Section in Baker County.
Awarded February 7, 1975
Completed October 29, 1976
Accepted June 7, 1977

Contract No. 8111, North Powder-Baldock Slough Section in Union and Baker Counties.
Awarded February 7, 1975
Completed July 25, 1975
Accepted January 29, 1976

Contract No. 8209, East Hood River Interchange-Rowena Section in Hood River and Wasco Counties.
Awarded May 29, 1975
Completed November 3, 1976
Not yet accepted

Our Construction Office shows no record of Watson Asphalt Paving Company subcontracting any work during the months of March and April 1977.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkm

6-20-77

Re: Van Valkenburgh's 6-17 Letter

Cecil Head

Josh Sawyer says the last date the certified payrolls show Paul Mills is Aug. 6, 1976 for Contract 8209. The project was completed well before March of '77. This is the only recent job I can find Watson working on.

I show no consent for subcontr. work for Watson Asph. so it would appear the individual was not working on any of our jobs during the disputed period.

W. Richards

Original Attachments

xc: Josh Sawyer /w atach
Region 4 / " "

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

TELEPHONE (503) 296-4654

June 17, 1977

Oregon State Highway Department
STATE OF OREGON
Salem, Oregon 97310

Gentlemen:

Please be advised that I am proceeding to file a Complaint for wages due Paul Henry Mills by Watson Asphalt Paving Co., Inc., of Redmond, Washington. It is my understanding that Watson Asphalt Paving Co., does work upon bid with the Oregon State Highway Department. Would you please advise me of any Highway work that they were doing during the months of March and April, 1977, in the State of Oregon.

Yours truly,

M. D. Van Valkenburgh

MDV:cb

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 20 1977
CONSTRUCTION
SECTION

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR

Info	Inves	R.D.	D.R.	Sign	Act	File

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

TELEPHONE: (503) 296-4654

June 17, 1977

COPY

Watson Asphalt Paving Co., Inc.
Schroeders'
19220 N. E. 80th
Redmond, Washington 98052

Re: Paul Mills

Gentlemen:

Please find enclosed your check No. 10475 in the sum of $165.51. Mr. Mills denies taking any of your property and I have been authorized to file suit for wages unpaid and past due plus attorneys' fees and court costs.

Yours truly,

M. D. Van Valkenburgh

MDV:cb
Enclosure

cc: Oregon State Highway Department

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

1

Peterson, Susak & Peterson, P.C.
Attorneys at Law
1000 S.W. Third Ave.
Portland, OR 97204

June 15 1977

Re: Blake Robert Starkey, Deceased
E. Hood River - Rowena Intch.
O.S.H.D. Contract No. 8209

Attn: Nels Peterson

Dear Mr. Peterson:

Your June 10, 1977 inquiry regarding a possible relationship between the State Highway Commission and Wilson Bros. Farm has been referred to this office. Our records show that consent was not granted for any subcontract involving Wilson Bros. Farm on the subject project. To the best of my knowledge, no such subcontract was ever submitted for consent.

The Transportation Commission entered into a contract with Watson Asphalt Paving, Inc. on May 29, 1975 to perform grading, paving, barrier and signing work on the E. Hood River Interchange-Rowena Section of the Columbia River Highway. Payment for the work was on an item basis (per cubic yard, lump sum, etc.) with the contractor being responsible for providing whatever labor was necessary to complete work.

According to our records, the driver of the truck which struck Mr. Starkey was Mark Gary Wilson. Mr. Wilson is shown on the payroll of Watson Asphalt Paving, Inc. for November 19, 1975. Our records indicate that day as the date of the accident rather than the 29th as mentioned in your letter.

In the event you wish to contact the contractor, the address is:

Watson Asphalt Paving, Inc.
19220 N.E. 80th
Redmond, WA 98052

I trust this answers all the questions raised in your June 10 letter.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WR:mk

bc: H. S. Coulter ✓
Jack Sollis

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PETERSON, SUSAK & PETERSON, P. C.
ATTORNEYS AT LAW
1000 S. W. THIRD AVENUE
PORTLAND, OREGON 97204

NELS PETERSON
GARY N. PETERSON
FRANK J. SUSAK
ALAN K. BRICKLEY
BRYAN L. PETERSON

TELEPHONE
(503) 224-5445

June 10, 1977

RECEIVED
STATE HWY ENGR
JUN 13 '77
REFER TO
to Ke[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Att | File

Coordinate w/ [illegible]
answer [illegible] only

Oregon State Highway Commission
Salem, OR 97310

ATTENTION: Records Department

RE: BLAKE ROBERT STARKEY, Deceased
Date of Death: 11/29/75
Place of Accident: Near Mosier, Oregon

Gentlemen:

We are attorneys for Brenda L. Starkey the widow of the above-named decedent and also the personal representative of his estate. The decedent was employed as a flagman by the State Highway Commission on some project being carried on near Mosier, Oregon, when a certain 1969 Mack dump truck, bearing Oregon truck license T361 782, ran over him and killed him.

Information obtained from the Motor Vehicles Division of the State of Oregon, shows this truck to belong to Grant E. Wilson and Mark G. Wilson dba Wilson Brothers Farm, a partnership.

We have been engaged to investigate the possibility of a third party action against Grant E. Wilson and Mark G. Wilson arising from the ownership and/or operation of the truck involved.

We need to know the factual and legal relationship between Grant E. Wilson and Mark G. Wilson dba Wilson Brothers Farm, a partnership and the State Highway Commission, to-wit: was there a sub-contract between the Highway Commission and Wilson Brothers Farm for this work? That is to say, was it done on a commission basis or at so much a load so that the operator would be an independent contractor; or did the Highway Commission engage a truck and operator at a fixed sum per hour with right of direction and control of the driver. Can you look at your records concerning this project including looking at the certified payroll which should give me the answer to the problem which faces me?

Please give this your prompt attention and oblige.

Yours very truly,

Nels Peterson
NELS PETERSON

NP:JOC

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

June 10, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co., Inc.
Contracts 8102 & 8209

We have received safekeeping receipt 34738 for TCD 52570 in the amount of $10,000 maturing July 1, 1977, applied to contract 8102 and TCD 52569 in the amount of $10,000 maturing July 1, 1977 applied to contract 8209.

This replaces safekeeping receipt 34733 which had $10,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog, Controller

by ______________________
James J. Kinns
Contract Accounting Executive
JJK:njc

cc: Watson Asphalt Paving Co.,Inc.

bc: ~~C. W. Head~~
R. Church
C. W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7557-1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 9, 1977

Rainier National Bank
Kirkland Office:
P.O. Box 559
Kirkland, Washington 98033

Attention: T. Hartman

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 and 8209

We have received safekeeping receipt 34733 for TCD 52564 in the amount of $10,000 maturing June 1, 1977, applied to contract 8102 and TCD 52563 in the amount of $10,000 maturing June 1, 1977 applied to contract 8209.

This replaces safekeeping receipt 34726 which had $80,000 applied to contract 8102 and $10,000 applied to contract 8209.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 15, 1977

Rainier National Bank
~~Kirkland~~ Office
P.O. Box 559
Kirkland, WA 98033

Attention: James R. Shidler
Assistant Vice-Pres.&Manager

Re: Watson Asphalt Paving Co.,Inc.
Contracts 8102 and 8209

We hereby acknowledge receipt of safekeeping receipt 34726 in the amount of $90,000 replacing safekeeping receipt 34719 for $155,000.

There is no change in the amount of deposit on contract 8102. Contract 8209 is reduced from $75,000 to $10,000 in accordance with our letter of March 25th.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8209

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

Watson Asphalt Paving Co.,Inc.
19220 N.E. 80th
Redmond, WA 98052

Attention: Pete Schroeder

Re: Contract 8209

Retainage requirements on this contract have been reduced to $10,000. You presently have $75,000 deposited in lieu of retainage on this project. $65,000 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Rainier National Bank

bc: C.W. Head
R. Church
C.W. Barrett

2-1

1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OBERT W. STRAUB
GOVERNOR

March 10, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shiedeler

Re: Watson Asphalt Paving Co., Inc.
Contracts 8102 and 8209

We hereby acknowledge receipt of safekeeping receipt 34719 in the amount of $155,000. This replaces safekeeping receipts 34713 and 34714.

There is no change in the amount of securities posted in lieu of retainage on these projects.

Vernon E. Skoog,
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E. Hood River Interchange - Rowena

WEEK ENDING: February 11, 1977

SECTION PREFIX: 614-1082

HIGHWAY: Columbia River Highway

COUNTY: Wasco & Hood River

NAME OF JOB: E. Hood River Interchange - Rowena

KIND OF WORK: Grade, Pave, Sign, Guardrail, Conc. Med. Barrier

CONTRACTOR: Watson Asphalt Paving, Inc.

CONTRACT NUMBER: 8209

FEDERAL AID PROJECT NUMBER: I-80N-3(69)63

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: June 21, 1975

ESTIMATED COMPLETION DATE: n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

SPECIFIED ~~CALENDAR~~ work DAYS: 411

WORK DAYS USED: n/a

~~CALENDAR~~ work DAYS USED: 411

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 4,545,008.75

EXCLUSIVE OF ENGINEERING: $ 4,218,816.91

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,131,326.76

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %

ENGINEERING AUTHORIZATION: $ 326,191.84

ENGINEERING COST TO DATE: $ 277,000.00

PERCENT OF AUTHORIZATION: 85 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: November 3, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Prod. Of Med. Barrier	Signing
100	100	100		100	100	100	100

	GRADING	SURFACING	Guardrail ~~MAINTENANCE MATERIALS~~	Med. Barrier ~~BITUMINOUS MACADAM~~	PAVING
MILES IN PROJECT	11.44	11.44	11.44	11.44	
MILES PARTIALLY COMPLETED	-	-	-	-	
MILES COMPLETED	11.44	11.44	11.44	11.44	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	142,600 cy	161,600 ton	69,400 lf	64,180 lf	
TOTAL QUANTITIES CORRECTED TO DATE	164,383	165,767	66,214	64,247	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	164,383	165,767	66,214	64,247	
AVERAGE DAILY QUANTITIES	1,264	3,128	534	1,071	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	
NUMBER OF SHIFTS PER DAY	-	-	-	-	
HOURS PER SHIFT	-	-	-	-	

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		Project work completed.
MONDAY	Cloudy			Holiday.
TUESDAY	Cloudy			
WEDNESDAY	P. Cloudy			
THURSDAY	P. Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Contractor has completed all work in field. No work.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed all contract field work, but has not yet returned P.A.'s 30 & 31 for Class "B" Gradation and Compaction price reductions. Two subcontractors have yet to send their PR-47's, 124-RE-1's, and other final certifications. Third Notification will be submitted when these forms are received.

Semi-Final Estimate was submitted on Friday to Region Office, except for contractors McEwen and Cyclone Fence payrolls which await receipt of above data for completion.

This will be the last Weekly Construction Engineer's Report for this project unless directed otherwise.

SIGNED L. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Rainier National Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler
Assistant Vice President
and Manager

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Retainage requirements on these projects have been reduced to $80,000 for contract 8102 and $75,000 for contract 8209, thereby releasing the states interest in the amount of those securities deposited that exceeds the $155,000.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc. Watson Asphalt Paving Co. Inc.--Pete Schroeder

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8209

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Rainier National Bank
Kirkland Office
P.O. Box 559
Kirkland, WA 98033

Attention: James R. Shideler
Assistant Vice President
and Manager

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Safekeeping receipts 34713 for $121,000 and 34714 for $150,000 have been received. These replace receipts 34706 for $150,000 and 34707 for $121,000 (attached to release letter).

There is no change in the total amount of deposits in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Watson Asphalt Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett Att.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8209

1859

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1977

Watson Asphalt Paving Co., Inc.
19220 N.E. 80th
Redmond, WA 98052

Attention: Pete Schroeder

Re: Contract 8102 and 8209

Retainage requirements on contract 8102 have been reduced to $80,000. You presently have $121,000 deposited in lieu of retainage on this project. $41,000 may be released or transferred to another project. (A post semifinal estimate is in process to refund the retainage withheld in excess of the $121,000 securities posted).

Retainage requirements on contract 8209 have been reduced to $75,000. You presently have $150,000 deposited in lieu of retainage on this project. $75,000 may be released or transferred to another contract.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Rainier National Bank--James R. Shideler

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

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13

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

Rainier National Bank
Kirkland Office
P.O. Box 559
Kirkland, WA 98033

Attention: D. Hansen

Re: Watson Asphalt Paving Co.
Contracts 8102 and 8209

Safekeeping receipts have received as replacements as follows:

Contract	New Receipt #	Amount	Replaces Receipt #	Amount
8102	34707	$121,000	34701	$121,000
8209	34706	150,000	34702	190,000

Receipt Nos. 34701 and 34702 are attached.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8102	$ 121,000	-0-	$121,000
8209	190,000	(40,000)	150,000

Vernon E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

Attachments

cc: Watson Asphalt Paving Co.

bc: C.W. Head (Att.)
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

SAFEKEEPING RECEIPT
NOT NEGOTIABLE Kirkland **OFFICE** Kirkland **WASHINGTON**

RAINIER NATIONAL BANK

34706

RECEIVED FROM Oregon State Highway Dept
and Watson Asphalt Paving Co., Inc

DATE December 31, 1976

Rainier National Bank Time Certificate of Deposit #49583, dated 12-31-76, in the amount of $150,000.00 for 30 days, with interest at 4 3/8%, maturing January 31, 1977

in lieu of retainage on #8209

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFEKEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

D 1935 R6-76

Customer Signature

Clerk

Authorized Signature

SAFEKEEPING RECEIPT
NOT NEGOTIABLE Kirkland **OFFICE** Kirkland **WASHINGTON**

RAINIER NATIONAL BANK

34707

RECEIVED FROM Oregon State Highway Dept
and Watson Asphalt Paving Co., Inc

DATE December 31, 1976

ainier National Bank Time Certificate od Deposit #49584, dated 12-31-76, n the amount of $121,000 written for 31 days, with interest at 4 3/8%, aturing January;y 31, 1977

in lieu of retainage on #8102

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFEKEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

1935 R6-76

Customer Signature

Clerk

Authorized Signature

8207 8UN

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

January 11, 1977
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: East Hood River-Rowena Section
Columbia River Highway
Wasco County

TO: Mr. C. M. Williams
Regional Engineer

BEND

Early this week I had a telephone conversation with Bob Orr of the Union Pacific Railroad Company in which he stated that one of his superiors was concerned about the lack of guardrail adjacent to our highway at railroad milepost 75 (Highway Station 1845+00). In this area on the recent contract (No. 8209) we provided for safety slopes in the area between the highway and the Union Pacific Railroad Company right of way. At the time of construction, the Union Pacific Railroad Company expressed some concern for the lack of any obstruction between the highway and the railroad.

During the recent foul weather in the Columbia Gorge, which resulted in a lot of ice being formed, Mr. Orr's superior was in the Gorge area and noted cars sliding in this area creating a potential danger to the railroad. They felt that cars had the potential of sliding off the highway down the slopes and onto the railroad track. In our conversation, no mention was made of this actually occurring.

It would be appreciated if you could have this researched a little further and advise me as to your thoughts on this particular point so that I may discuss it further with Union Pacific Railroad Company.

JEC:de
cc: E. S. Hunter
J. L. Sollis
J. B. Boyd
J. H. Versteeg
Richard Hawkins.

REFERRED TO
Beard Dean
Cole Camp
Eriksen ✓ Watson Ra
Hager
[✓ Return] Discuss
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen Doc
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 12 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

209

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 17, 1976

Rainier Bank
PO Box 559
Kirkland, Washington 98033

Attention: Terry Cullom

Re: Watson Asphalt Paving Co.

Contract retainage requirements on our contract 8209 with Watson Asphalt Paving Co. have been reduced to $150,000. Therefore, $40,000 may be released to the contractor when the certificate of deposit pledged in lieu of retainage on this contract matures.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Watson Asphalt Paving

bc: C. Barrett
R. Church
C. Head ✓

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

December 8, 1976

Watson Asphalt Paving Company
19220 N. E. 80th
P. O. Box 845
Redmond, Washington 98052

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8209 for work on the East Hood River Interchange-Rowena Section of the Columbia River Highway in Wasco County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete extension of time (11 days) is granted because of Stop Work Orders, Price Agreements (Nos. 13, 15, 19) and Extra Work Orders (Nos. 9, 11, 12 and 13).

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 30, 1976

FILE: CON 5 #8209

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: East Hood River Int.-Rowena
Contract No. 8209
Second Request for Time Extension

This project was just completed November 3 with 11 days liquidated damages accrued on the overall completion requirement at $300 per day. Watson Asphalt Paving Company requests a complete time extension because of stop work orders which prevented their working on the roadway prior to several holidays and before the opening of deer and elk seasons, and because of three price agreements added during the last season, comparatively late in the project.

A complete extension of 13 days was granted in January on the early phase (all excavation and drainage work) because of earlier stop work orders and change orders during the first season of the project (1975).

The Resident Engineer has made a quite complete analysis of this request which justifies 20 days. There were eight occasions when stop work orders issued for traffic reasons curtailed the contractor's operations on the roadway beyond the limitations set up in the contract specifications. This accumulated 5 days. This time has been included in the day count because all work was not stopped by the orders. Several price agreements this year required extra time (No. 13, construct curb, $683; No. 15, revised paving dams, $4,629; No. 19, median and shoulder barrier delineation, $1,277). In addition to these price agreements, there are several extra work orders added in 1976 which justify additional time (E.W.O. 9, clean up rock from fall out areas, $14,165; E.W.O. 11, cover bridge expansion joints, $3,000; E.W.O. 12, correct sunken grades, $2,150; E.W.O. 13, readjust guard rail, $1,200). We therefore concur in a complete time extension as requested by the contractor.

This is an Interstate project and such extension could be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 1 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8209 Contractor Watson Asphalt Paving, Inc.

Highway Columbia River Highway

Section East Hood River Interchange--Rowena

Kind of Work Grading, Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

1. Stop Work Orders issued warrant granting five (5) additional calendar workdays.
2. Price Agreements and Extra Work orders covering unanticipated work added near end of contract work or after contract work completed warrant six (6) additional calendar workdays.

Total additional calendar workdays recommended - 11

Recommended for Approval:

for Division Engineer

Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

Contract No.	8209
Project designation (State-Federal)	I-80N-3(69)63
Date awarded	May 29, 1975
Work started	June 21, 1975
Per cent completed	100 Nov. 3, 1976 (Date)
No. of Workdays Allowed	400
No. of Workdays Used	411
No. of Added Workdays Requested	11

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 9, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 411 days, within which to complete our Contract No. 8209, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER ATTACHED

Respectfully submitted,

WATSON ASPHALT PAVING CO., INC.
Contractor

By

CONSENT OF SURETY

Date November 1976

We, SAFECO INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUT N.E., SEATTLE, WASHINGTON 98105, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert Norman
Attorney-in-fact

SHINSTROM AGENCY, P.O. BOX 638, KIRKLAND, WA. 98033 (SEAL)
Resident Agent

RECEIVED

5

8209

1

December 7, 1976

Mr. George Allison
Construction Bureau
State Highway Commission
Helena, Montana 59601

Dear Mr. Allison:

Mr. Peter Schroeder of Watson Asphalt Paving Co., Inc., of P.O. Box 845, Redmond, Washington, has asked me to drop you a note concerning their contracting with this Department.

This firm has performed three jobs for us as a prime contractor as follows:

Contract No. 8102
Grading, paving, guardrail and signing
Pleasant Valley Interchange-Bubbs Ranch Section
Old Oregon Trail, Baker County
Amount of contract and bond - $3,094,248.50
Completed October 29, 1976; not yet accepted.

Contract No. 8111
Paving
North Powder-Baldock Slough Section
Old Oregon Trail, Union and Baker Counties
Amount of contract and bond - $483,434
Completed July 25, 1975; accepted January 29, 1976.

✓ Contract No. 8209
Grading, paving, barriers and signing
East Hood River Interchange-Rowena Section
Columbia River Highway
Hood River and Wasco Counties
Amount of contract and bond - $4,032,598
Completed November 3, 1976; not yet accepted.

Their work on these projects was satisfactory, and their contract performance was above average.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

Files

RECEIVED
NOV 24 1 53 PM '76
CLAY MYERS
SECRETARY OF STATE

November 22, 1976

5155

FILED
NOV 24 1976
CLAY MYERS
SECRETARY OF STATE

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder St.
Portland, OR 97205

Attention: Paul R. Meyer

NOTED ON CARD
11-29-76

Gentlemen:

Reference is made to your letter of November 11, 1976, with attached Notice of Claim of F. H. McEwen. The Notice states that he has a claim for processing and furnishing crushed aggregates for shoulders, Class B and Class C asphalt concrete mix aggregates and Class E asphalt concrete mix aggregates in the sum of $31,211.77, together with interest thereon to October 15, 1976, in the amount of $1,747.74 and for accruing interest at 6 percent per annum on said principal sum from October 15, 1976, and will, upon the completion of the prime contract, have an additional claim for $18,301.72 retention against the bond taken from Watson Asphalt Paving Co., Inc., as principal, and Safeco Insurance Company, as surety.

This appears to be in reference to the Watson Asphalt Paving Company, Inc., Contract No. 8209, East Hood River Interchange-Rowena Section of the Columbia River Highway in Hood River and Wasco Counties.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of receipt of this claim, and we will also forward it to the Secretary of State for filing. Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
NOV 29 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Safeco Insurance Company of America
Safeco Plaza
Seattle, WA 98105

Watson Asphalt Paving Co., Inc.
19220 N.E. 80th
Redmond, WA 98052

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

November 11, 1976

Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed for filing please find claim of F. H. McEwen against the bond furnished by Watson Asphalt Paving Co., Inc., as principal, and Safeco Insurance Company, as surety, on Oregon State Highway Division Contract No. 8209 for the construction of East Hood River Interchange--Rowena Section of Columbia River Highway.

Please acknowledge receipt of this notice of claim. Also, please advise this office when Watson Asphalt Paving Co.'s contract is accepted as completed and the retention under the contract will become due.

Very truly yours,

KOBIN & MEYER

Paul R. Meyer

enc.

cc/w enc.: Watson Asphalt Paving Co., Inc.
Safeco Insurance Company

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

November 11, 1976

NOTICE OF CLAIM

TO: Oregon State Highway Division
State of Oregon

Notice is hereby given that the undersigned F. H. McEwen has a claim for processing and furnishing crushed aggregates for shoulders, Class B and Class C asphalt concrete mix aggregates and Class E asphalt concrete mix aggregates in the sum of $31,211.77, together with interest thereon to October 15, 1976, in the amount of $1,747.74 and for accruing interest at 6 percent per annum on said principal sum from October 15, 1976, and will, upon the completion of the prime contract, have an additional claim for $18,301.72 retention against the bond taken from Watson Asphalt Paving Co., Inc., as principal, and Safeco Insurance Company, as surety, for the work of constructing the East Hood River Interchange--Rowena Section of Columbia River Highway under contract between Watson Asphalt Paving Co., Inc., for the Oregon State Highway Division--State of Oregon Contract No. 8209.

This notice is given pursuant to O.R.S. 279.528 and is signed by the person giving the notice.

F. H. McEWEN

By ______________________
Paul R. Meyer, His Attorney

8209

1

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
October 12, 1976

FILE: CON 5

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Striping
East Hood River Interchange-
Rowena Section
Columbia River Highway
Hood River and Wasco Co.
Contract No. 8209

I have investigated the circumstances leading to your letter of October 8, 1976. Lane striping was placed on or about July 1, 1976. This was done so as to have some type of striping in advance of the July 4 weekend. The project was not ready for full striping until about the week of September 13. At that time, our striping crew was in the southern portion of District 11.

Because of the erratic nature of this years weather patterns, we are endeavoring to complete the higher areas first.

The Striping Crew is in District 9 this week and this project will be striped by October 14.

JEH:mr

cc: R. L. Schroeder
R. S. Hawkins

NOTED
R. L. SCHROEDER

RECEIVED
OCT 13 1976
Office of
Assistant State Highway Engineer

81 714 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 8, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. M. Williams
Region 4 Engineer

SUBJECT: Striping
East Hood River Interchange
to Rowena Section
Columbia River Highway No. 2
Hood River and Wasco Counties
Contract No. 8209

Edge striping should be applied at this project sight as soon as possible. The overlay was applied in July and it is past time to have full striping on this section of freeway. Between the East Hood River Interchange and Rowena Interchange, there are a number of curves on which the edge line is needed.

Your assistance in getting this job done at the earliest possible opportunity is greatly appreciated.

L. E. George
Traffic Engineer

WB:ds

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
OCT 11 1976
[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 4, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Accident Site
East Hood River Interchange - Rowena
Columbia River Hwy. #2
M.P. 75.5
Contract No. 8209

As per your request we have investigated the accident in the subject project. The accident discussed here occurred on August 29, 1976, at 1:45 AM, and involved Mr. James Paul Burdick. The accident location was approximately M.P. 75.5 on the Columbia River Highway. The vehicle was westbound and drove off the pavement onto the shoulder aggregate. While attempting to regain the pavement, the vehicle rolled pinning the driver under the wheel.

This 4 degree curve measured 40.5 feet from the median to the edge of pavement at the time of the accident. The only striping at the time was a center line which was located 16.2 feet from the median barrier. The cross section of the area outside the pavement is attached. This area is basically 10 feet of shoulder rock and 65 feet of compacted dice rock.

The center line was painted in the first part of July. No edge striping was painted because the shoulder lift had not been applied. It was applied after the first part of July and because of scheduling problems the edge striping has not been administered. It is recommended that edge striping be painted as soon as practical. This edge striping helps define the roadway during dark or adverse weather conditions. A motorist traveling in the right lane can use the edge line at night when passing oncoming traffic, thus reducing glare.

Signing at the time of the accident was in compliance with the Rowena Interchange Section Project, Columbia River Highway, Wasco County. The signing was "ROAD CONSTRUCTION AHEAD" with amber flasher, "CONSTRUCTION SPEED 40" and "END CONSTRUCTION", see attached sheet No. 2C from project plans. The fogline ended at approximately Station 1880 and the accident sight was Station 1873. The driver left the pavement between Station 1880 and 1875. This was a considerable distance from the "END OF CONSTRUCTION" sign for the Rowena Interchange Section.

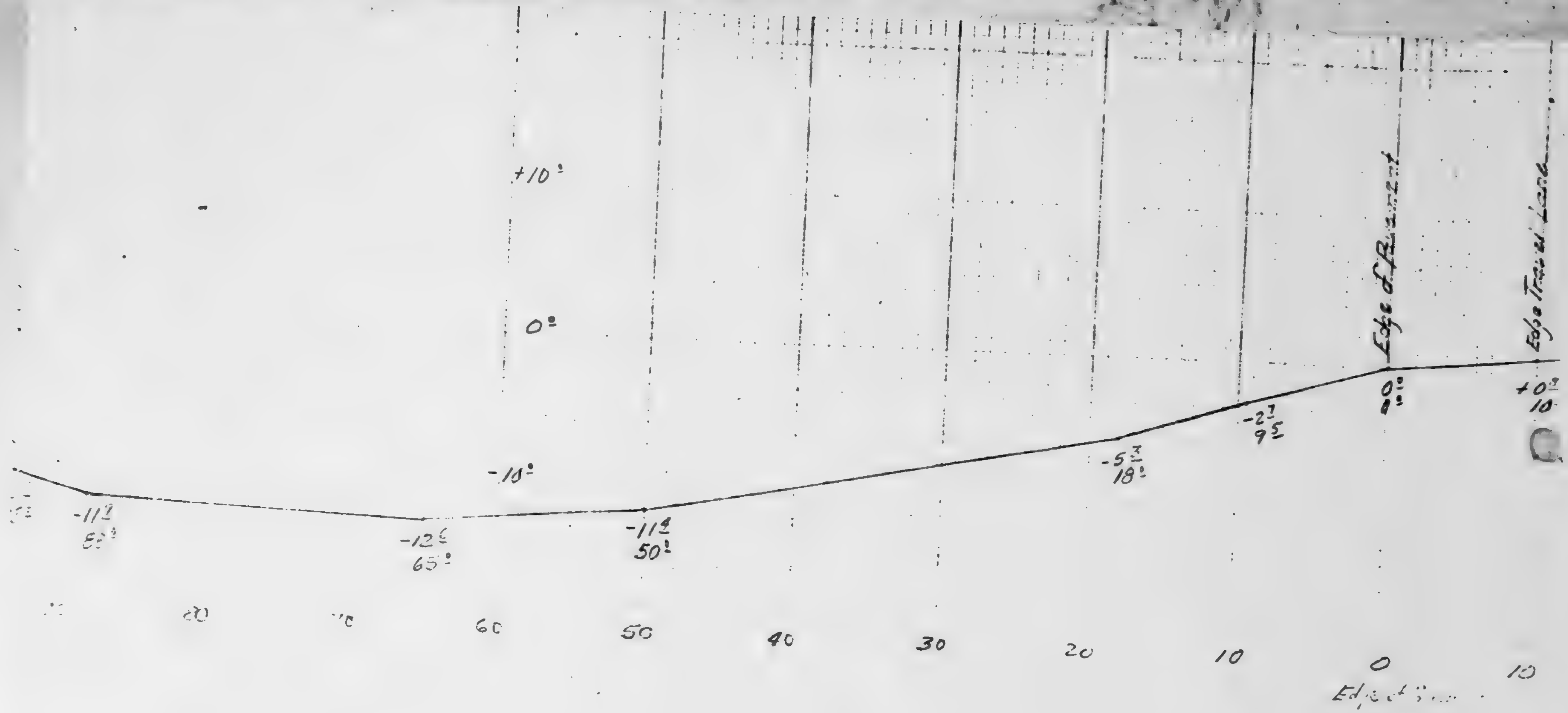
The signing was and is presently adequate to alert a driver of road work on this section of I-80N. I do feel that the edge striping is necessary and that it should be applied as soon as practical. All other aspects of the construction project seem to have been up to design expectations at the time of the accident.

10-5-76
Original returned to George.
Have Region stripe

L E George

L. E. George
Traffic Engineer

WB:rj



Cross Section
8-29-16 Accident
M.P. 75.5, Sta. 1574+50
Columbia River Hwy.

Scale: 1"=10' Vert. Horz.

BLASTING ZONE FOR GRADING & CULVERT INSTALLATION

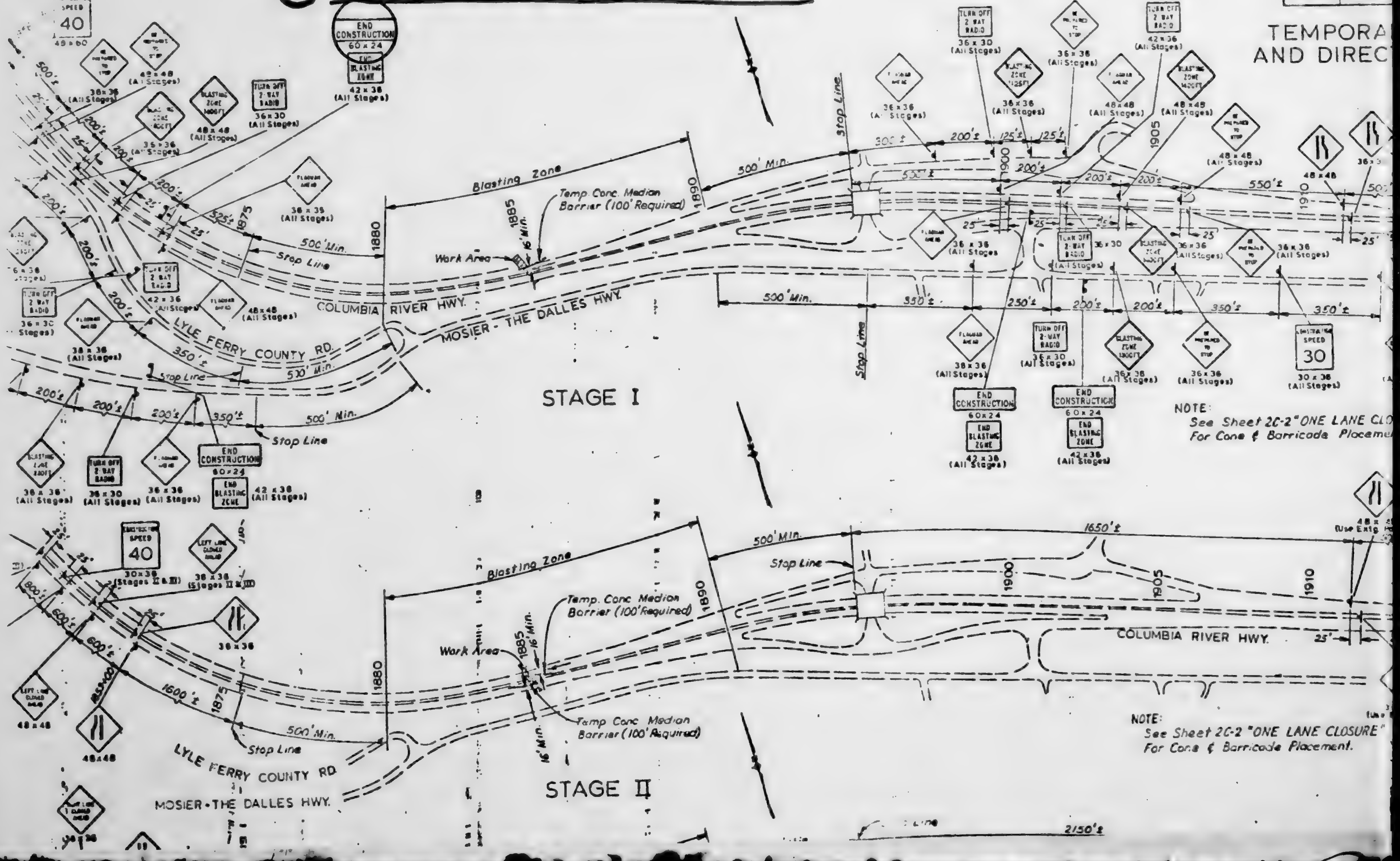
○ SIGNS IN PLACE (AUGUST 29, 1976)

Accompanied By Drg. Nos. S-1, S-5, S-6, S-12, 2126C & 2127.

ROWENA INTE
COLUMB
WASC

FED ROAD Div No	State
10	OREGO

TEMPORA
AND DIREC



STAGE I
STAGE II
COLUMBIA RIVER HWY.
MOSIER - THE DALLES HWY.
LYLE FERRY COUNTY RD.
Blasting Zone
Work Area
Temp. Conc. Median Barrier (100' Required)
16' Min.
Stop Line
500' Min.
1875
1880
1885
1890
1900
1905
1910
END CONSTRUCTION 60 x 24
END BLASTING ZONE 42 x 36 (All Stages)
TURN OFF 2 WAY RADIO 36 x 30 (All Stages)
TURN OFF 2 WAY RADIO 42 x 36 (All Stages)
BLASTING ZONE 36 x 36 (All Stages)
48 x 48 (All Stages)
SPEED 40 48 x 60
SPEED 40 30 x 38 (Stages II & III)
LEFT LANE CLOSED AHEAD 36 x 36 (Stages II & III)
SPEED 30 30 x 36 (All Stages)
36 x 36
48 x 48
200'±
350'±
550'±
250'±
125'±
25'
1650'±
1600'±
2150'±

NOTE:
See Sheet 2C-2 "ONE LANE CLOSURE"
For Cone & Barricade Placement.

NOTE:
See Sheet 2C-2 "ONE LANE CLOSURE"
For Cone & Barricade Placement.

12V-3

BLASTING ZONE FOR GRADING & CULVERT INSTALLATION

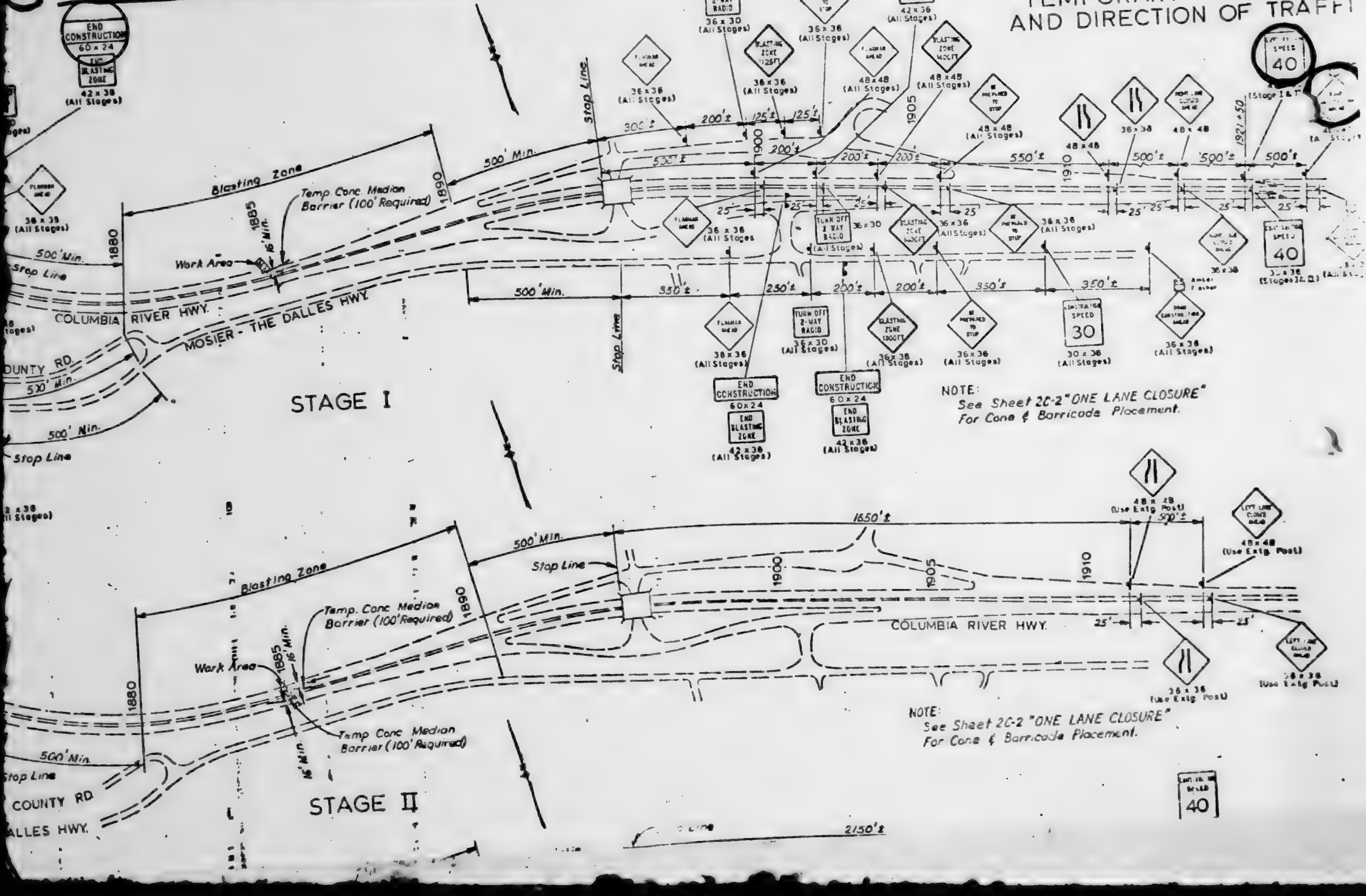
SIGNS IN PLACE (AUGUST 29, 1976)

Accompanied By Drg. Nos. S-1, S-5, S-6, S-12, 2126C & 2127.

ROWENA INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NO.
10	OREGON	1504-3(73)74

TEMPORARY PROTECTION AND DIRECTION OF TRAFFI



END CONSTRUCTION 60 x 24
END BLASTING ZONE 42 x 36 (All Stages)
36 x 36 (All Stages)
500' Min.
Stop Line
1880
1885
16' Min.
Work Area
Blasting Zone
Temp. Conc. Median Barrier (100' Required)
1890
500' Min.
Stop Line
300'±
200'±
125'±
125'±
1900
200'±
1905
200'±
200'±
550'±
1910
500'±
500'±
1921+50
500'±
25'
TURN OFF 2-WAY RADIO 36 x 30 (All Stages)
BLASTING ZONE 1125FT 36 x 36 (All Stages)
BE PREPARED TO STOP 36 x 36 (All Stages)
FLAGMAN AHEAD 48 x 48 (All Stages)
TURN OFF 2-WAY RADIO 42 x 36 (All Stages)
BLASTING ZONE 1400FT 48 x 48 (All Stages)
BE PREPARED TO STOP 48 x 48 (All Stages)
48 x 48
36 x 36
48 x 48
SPEED 40
(Stage I & II)
FLAGMAN AHEAD 36 x 36 (All Stages)
TURN OFF 2-WAY RADIO 36 x 30 (All Stages)
BLASTING ZONE 1400FT 36 x 36 (All Stages)
BE PREPARED TO STOP 36 x 36 (All Stages)
36 x 36
SPEED 40 30 x 36 (Stages I & II)
COLUMBIA RIVER HWY.
MOSIER - THE DALLES HWY.
COUNTY RD.
500' Min.
350'±
250'±
200'±
200'±
350'±
350'±
FLAGMAN AHEAD 36 x 36 (All Stages)
TURN OFF 2-WAY RADIO 36 x 30 (All Stages)
BLASTING ZONE 1000FT 36 x 36 (All Stages)
BE PREPARED TO STOP 36 x 36 (All Stages)
CONSTRUCTION SPEED 30 30 x 36 (All Stages)
ROAD CONSTRUCTION AHEAD 36 x 36 (All Stages)
Amber Flasher
END CONSTRUCTION 60 x 24
END BLASTING ZONE 42 x 36 (All Stages)
END CONSTRUCTION 60 x 24
END BLASTING ZONE 42 x 36 (All Stages)
STAGE I
1650'±
500' Min.
500'±
48 x 48 (Use Extg. Post)
48 x 48 (Use Extg. Post)
Blasting Zone
Stop Line
1880
1885
16' Min.
Work Area
Temp. Conc. Median Barrier (100' Required)
Temp. Conc. Median Barrier (100' Required)
1890
1900
1905
1910
COLUMBIA RIVER HWY.
25'
25'
36 x 36 (Use Extg. Post)
36 x 36 (Use Extg. Post)
500' Min.
Stop Line
COUNTY RD.
ALLES HWY.
STAGE II
40
2150'±

NOTE:
See Sheet 2C-2 "ONE LANE CLOSURE" For Cone & Barricade Placement.

NOTE:
See Sheet 2C-2 "ONE LANE CLOSURE" For Cone & Barricade Placement.

FORM 81-734 3030

1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

The Dalles, Oregon
September 22, 1976

FROM: J.S. Sawyer
Resident Engineer

TO: L.E. George
Traffic Engineer

SUBJECT: Cross Section at Accident Site
East Hood River Interchange--
Rowena
Columbia River Highway
Contract No. 8209

Attention: Will Bradshaw

Enclosed per your request is a plotted cross section of the area where James Paul Burdick rolled his van on August 29, 1976. Paving width in this area is approximately 40.5 feet from median to the edge of the paved shoulder. The shoulder rock extends to about 10 feet from the edge of pavement, then compacted dice rock to about 65 feet from the edge of the pavement, then a pea gravel railroad access road.

The enclosed cross section is typical of most of this fill area from engineers station 1870+00 to 1879+00.

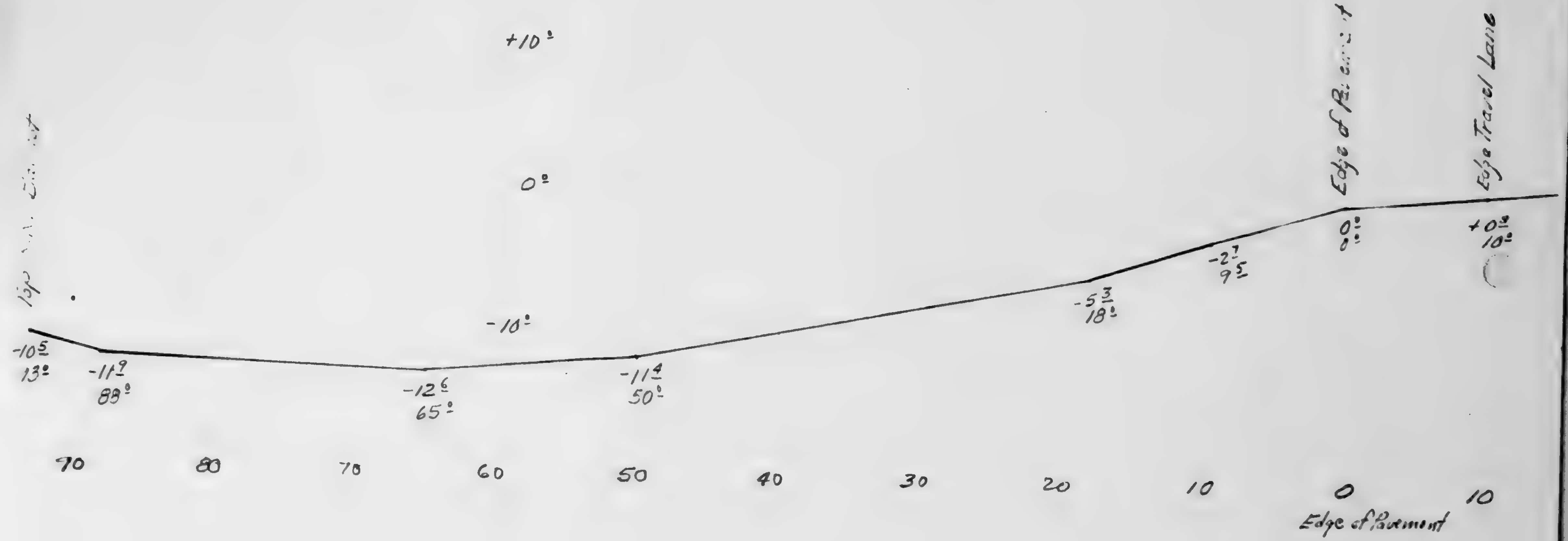
J.S.S.: E.L.C.:hem

Enclosure

cc: Asst. State Highway Engineer Attn. E. S. Hunter
Maint. Engineer D. H. Moehring
Regional Engineer C. M. Williams
District Engineer R. S. Hawkins
File

RECEIVED
STATE HWY ENGR
SEP 28 '76
REFER TO
FOR

Noted



CROSS SECTION
8-29-76 ACCIDENT
M.P. 75.5, STA. 1874+50
COLUMBIA RIVER HIGHWAY

SCALE: 1"=10' Vert. Horiz.

9-21-76 E.P.

Railroad

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 21, 1976

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Access Control
E. Hood River-Rowena Sec.
Columbia River Highway
Wasco County
Contract No. 8209

Dear Sir:

On May 4, 1976 you and I held a meeting with Robert Sandman, Regional Construction Engineer and Josh Sawyer, Resident Engineer, both of the Highway Division, and Dave Carter of the Federal Highway Administration, for the purposes of discussing two proposed locked gate accesses requested by your Company on the East Hood River-Rowena Section of the Columbia River Highway in Wasco County. At that time Mr. Carter stated that this would have to be reviewed by the Federal Highway Administration to determine if they could approve these locked gates access. In telephone conversation with Mr. Carter today, he advised me that the Federal Highway Administration would not approve the granting of these locked gate accesses as you requested.

The Federal Highway Administration feels that the Railroad has not now, nor have they ever had the right of access to the highway in this area. They are in agreement that a right of way fence on the property line separating the Union Pacific Railroad right of way and the Highway Division right of way is essential that the three areas we reviewed, but they cannot at this time approve the installation of gates in these right of way fences to provide you with the access you requested. While the granting of locked gate accesses is permitted under Federal Highway Regulations in certain instances, they feel that at this location the requested accesses will have to be negotiated further and cannot be given simply on the basis that Union Pacific Railroad Co. has the right of access.

NOTED
R. L. [illegible]

RECEIVED
SEP 22 1976
Office of
Assistant State Highway Engineer

81-734-3123

Should you have any further comments regarding this matter or wish to discuss it further, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr

bc: G. L. Green - FHWA
R. L. Schroeder
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. M. Williams
J. S. Sawyer

8209

Kirkland ___ WASHINGTON Nº 9587

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 10, 1976

Rainier National Bank
P.O. Box 559
Kirkland, WA 98033

Attn: Terry Cullom
Asst. Cashier

Re: Watson Asphalt Paving Co.
Contracts 8102 & 8209

We received your safekeeping receipt 9586, covering TCD #49560, $121,000, to be used as a deposit in lieu of retainage on our contract 8102 with Watson Asphalt. Also received was your safekeeping receipt 9587, covering TCD 49561, $190,000, for contract 8209.

Enclosed please find safekeeping receipts 9582 and 9583 for matured TCD's 49556 ($190,000) and 49557 ($12,000). There is no change on the amount deposited on contract 8102; we have credited contract 8209 with an additional $109,000.

Vernon E. Skoog
Controller

by
Janice Peterson
Contract Payments Executive

cc: Watson Asphalt Paving Co.

bc: C. W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkl BRANCH Kirkland WASHINGTON **Nº 9587**

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT CO. INC.

DATE August 6, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49561, dated August 2, 1976 in the amount of $190,000.00 written for 91 days with interest at .05375%, maturing Nov. 1, 1976.

In liew of retainage #8209

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON **Nº 9586**

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE August 6, 1976

COLLECT

Rainier National Bank Time Certificate of Deposit #49560, dated Aug. 2, 1976 in the amount of $121,000.00 written for 91 days with interest at XX/XX .05375%, maturing Nov. 1, 1976.

In lieu of retainage #8102

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

Rainier National Bank
Kirkland Office: 101 Kirk[illegible] Avenue, P.O. Box 559, Kirkland, WA 98033, (20[illegible] [illegible]2-1214

August 6, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed are our Safekeeping Receipts in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9586	8102	$121,000.00
9587	8209	190,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CDs and Safekeeping Receipts previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipts and/or Certificates of Deposit which are replaced as above.

Safekeeping Receipt	Certificate
9582	49556
9583	49557

____

Dated______________________

RECEIVED
AUG 09 1976
CONTRACT ACCOUNTING

RAINIERBANK

8209

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 8, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attention: Terry Cullom

Re: Watson Asphalt Paving
Contracts 8102 & 8209

We confirm receipt of your safekeeping receipt 9578, covering TCD dated June 2, 1976, $190,000. This replaces TCD 49507, $190,000, which has matured. No change results in the amount of securities deposited in lieu of retainage on our contracts with Watson Asphalt. A copy of safekeeping receipt 9554 for the matured certificate is enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Watson Asphalt Paving Inc.

bc: C.W. Head ✓
R. Church
C. Barrett

SAFE

NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON Nº 9578 2

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

NATION" BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DEPARTMAND AND
WATSON ASPHALT PAVING CO., INC.

DATE June 3, 1976

ainier National Bank Time Certificate of Deposit dated June 2, 1976 for
190,000.00 written for 30 days with interest at 5%, payable July 2, 1976.

n lieu of retainage: Cont. #8102 - $120,000.00
#8209 - $ 70,000.00

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

Rainier National Bank
Kirkland Office: 101 Kirkla[illegible] Avenue, P O. Box 559, Kirkland, WA 98033, (206) [illegible]-1214

2

June 3, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9578	8102	$120,000.00
9578	8209	70,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return the copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier
TC:th

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9554	49507

____

Dated______________________________

RECEIVED
JUN -7 1976
HIGHWAY ACCOUNTING

RAINIERBANK

n I-589 8209 - Hood R. - Mosier, Cont. E209

1

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

5-24-76

☐ FATAL
☒ NON-FATAL

Date of Accident May 24, 1976

Time of Accident 7:15 (XXXXXX P.M.)

Name of Driver Unit No. 1--Carroll Turner Mann
Unit No. 2--Paul Henry Hartzell

Name of Deceased (if any) None

Date of Field Investigation June 18, 1976

County Hood River

Highway Name Columbia River

Highway Number 2 Route I-80N

General Location 2.8 miles east of Hood River

Mile Post 68

Posted Speed 55

heck Appropriate Items:

Type of Culture
___ Heavy
___ Moderate
___ Light
X None

Surface Condition
___ Dry
X Wet
___ Snow or ice
___ (Other)

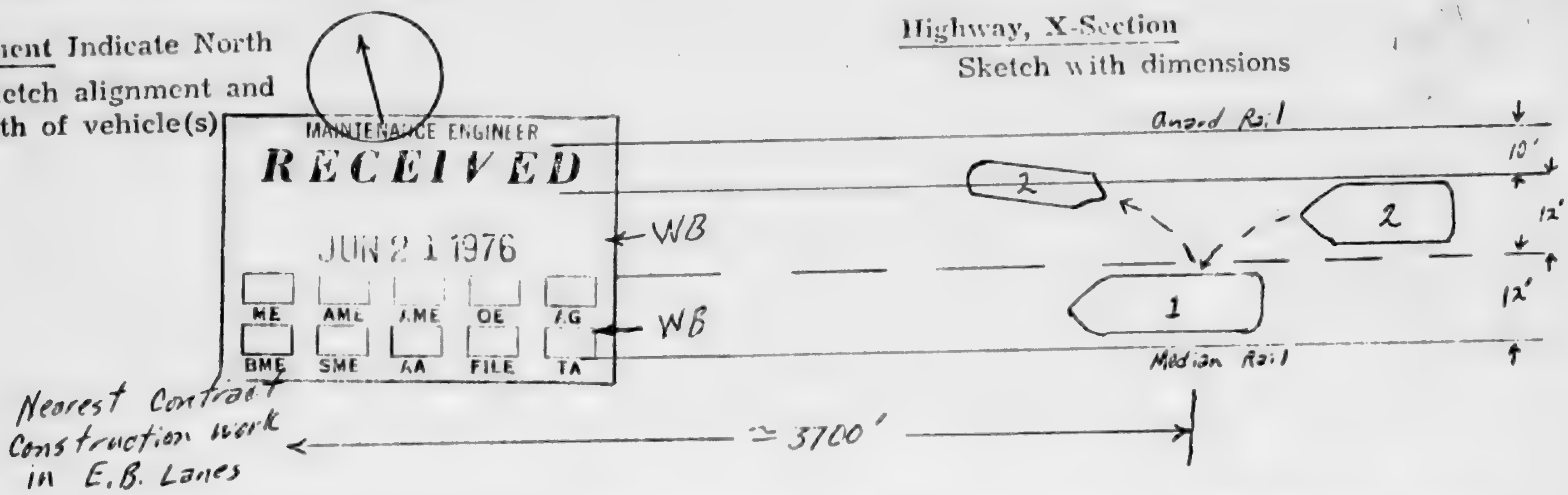
Grade (in direction of Vehicle's travel)
X Level
___ Hillcrest
___ Approx. ___% descending
___ Approx. ___% ascending

Lighting
X Daylight
___ Dawn or Dusk
___ Darkness Illum.
___ Darkness, non-Illum.

lignment Indicate North
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions

MAINTENANCE ENGINEER
RECEIVED
JUN 21 1976
ME AME AME OE AG
BME SME AA FILE TA



Description of Accident: Both units were westbound with unit no. 1 on inside lane and unit no. 2 on outside lane. Upon approaching area of accidnet unit no. 1 observed construction workmen crossing highway ahead. He tapped brakes to slow. Unit no. 2 saw unit no. 1 slowing down and applied brakes, causing him to slide broadside, facing south, into right side of unit no. 1. Above extracted from State Police report. Construction workers mentioned above were approximately 3,700 feet west of the accident site. The construction work was in the eastbound lanes of the freeway and did not require signing in the westbound lanes, and was finished for day with work. Finished at 6:30 P. M. and flagmen were off the road at approximately 7:00 P. M.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Henry E. Mackenroth
Henry E. Mackenroth

Title Highway Engineer I

2-534

8209

ROW 18-2 15

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 11, 1976

Union Pacific Railroad Company
P.O. Box 3979
Portland, OR 97208

Attn: Robert S. Orr

Access Control
East Hood River-Rowena
Columbia River Highway
Wasco County
Contract 8209

Dear Sir:

Enclosed is a copy of the project plans showing the proposed location of type I fence to be installed at the three locations between the Highway right of way and Union Pacific right of way as discussed in our meeting held on the ground on May 4, 1976. The proposed fence location is shown in red on the drawings and is identified by highway centerline stationing and offset distances from the highway centerline and railroad centerline to the fence.

In our discussion, you requested gates to be installed at two of the fence locations. No mention was made in the discussion as to the width and type of gate which you would require. It would be appreciated if you would forward this information to me so that we may include this in the fence installation.

It will be necessary for an agreement to be prepared and executed by the Union Pacific Railroad Company and the Oregon Highway Division to cover the fence locations and the access points. Please advise me as to whether Union Pacific will prepare this agreement or you desire that it be done by the Highway Division.

After review of the enclosed design plans, if you have any further questions or comments, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:sh
enc.

bc: G. L. Green
R. L. Schroeder ✓
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. M. Williams
J. S. Sawyer

RECEIVED
MAY 12 1976
[illegible]

Form 81-734-3123

#826

5-10-76

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
0N-3(69)63

STATE PROJECT NO.
East Hood River Interchange - Rowena Section

COUNTY NAME
Hood River - Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-819

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED
4-30-75

DATE AUTHORIZATION EFFECTIVE
4-19-76

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Primary Route 2

GENERAL LOCATION:
I80N 0.7 miles east of Hood River - East 11.44 miles

GENERAL DESCRIPTION OF WORK:
Install deck reinforcing grounding terminal in bridges 7392A - 7393A and 7399.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 5 in the estimated amount of $647 - Federal Funds $600.

DATE
5-10-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Field

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attn: Helen Ramin

Re: Watson Asphalt - Contracts 8102 & 8209

We received your safekeeping receipt 9577, covering TCD #49545, $12,000, to be used as a deposit in lieu of retainage on our contracts 8102 and 8209 with Watson Asphalt Paving Co., Inc. This replaces matured TCD #495040. There is no change in securities deposited in lieu of retainage.

A copy of your safekeeping receipt for the matured security is enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Watson Asphalt Paving

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

RAINIER BANK

May 7, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9577	8102	1,000.00
9577	8209	11,000.00

Your letter dated October 31, 1975 provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Helene Ramin

Helene Ramin
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certifice of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9573	495040

____

Dated____________________________

State - Local

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

2wk

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON Nº 9577

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE May 7, 1976

Rainier National Bank Time Certificate of Deposit #49545, dated May 5, 1976 in the amount of $12,000.00, written for 30 days with interest at 4 1/2%, payable June 4, 1976.

In lieu of retainage: #8102 - $1,000.00
#8209 - 11,000.00

COLLECT
INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

8209

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 13, 1976

Rainier Bank
P.O. Box 559
Kirkland, WA 98033

Attention: Helene Ramin

Re: Watson Asphalt Paving
Contracts 8102 & 8209

We received your safekeeping receipt No. 9573, covering TCD No. 495040, in the amount of $12,000. This replaces TCD No. 49535, (safekeeping receipt No. 9571) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8102 & 8209.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Watson Asphalt Paving

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9573

RAINIER NATIONAL BANK formerly The
National Bank of Commerce of Seattle

NATIC AL BANK OF COMMERCE of Se le

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE April 8, 1976.

Rainier National Bank Time Certificate of Deposit, #495040, dated April 5, 1975 in the amount of $12,000.00 written for 30 days with interest at 4 3/8%, payable May 5, 1976.

In lieu of retainages;
#8102 0 $1,000.00 #8209 - $11,000.00

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

RAINIERBANK

April 8, 1976

RECEIVED
APR 13 1976
CONTRACT ACCOUNTING

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9573	8102	1,000.00
"	8209	11,000.00

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Helene Ramin

Helene Ramin
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9571	49535

NOTED
V.E. SKOOG

RECEIVED
APR 13 1976
HIGHWAY ACCOUNTING

____

Dated______________________________

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8209

Order No. 4

Section East Hood River Interchange--Rowena

Date April 8

Highway Columbia River

F.A.P. No. I-80N-3(69)63

County Hood River and Wasco

Prefix 614-1082

Account No. 276-

Description of Work To Be Done:

Replace mileposts. -- [illegible]

APPROVED EFFECTIVE DATE 4-7-7
Contingent upon [illegible] of project agreement [illegible] funds are required.
BY G. K.
TITLE Dist. Engineer
DATE 4-28-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout the projects.

Estimate of Quantities and Costs:

24 at $22.88 = $594.88

Explanation: There are numerous mileposts missing and/or damaged on the project. Replacemen of all mileposts will provide uniformity throughout the project. The small quantity does lend itself to obtaining a reasonable price if contracted, also there is no source for posts locally that meet specifications. The State of Oregon Maintenance Department has hand a large quantity of posts purchased from an eastern source that meet specifications.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $4,545,008.75

Present estimate of project cost, including $594.88 for work under this order $4,545,008.75

Expected under-run / over-run (amount) $0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: for Regional Engineer

Approval Recommended: For Construction Engr. / Bridge Engr.

Approved: Construction Engr.

8209

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1976

Rainier National Bank
P.O. Box 559
Kirkland, WA 98033

Attantion: Terry Cullen

Re: Watson Asphalt Phaving
Contracts 8102 & 8209

We received your safekeeping receipt No. 9671, covering TCD No. 49535, in the amount of $12,000. This replaces TCD No 49516 (safekeeping receipt No 9563) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8102 & 8209.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

bc: ~~C.W. Head~~ R. Church
J. Bond C. Barrett

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON Nº 9571 81

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE March 19, 1976

Rainier National Bank Time Certificate of Deposit #49535, dated March 5, 1976 in the amount of $12,000.00, written for 31 days with interest at 4 3/8%, payable April 5, 1976.

In lieu of retainage: #8102 - $1,000.00
#8209 - 11,000.00

COLLECT
INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT. PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

RAINIER BANK

March 19, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed is our Safekeeping Receipt in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9571	8102	1,000.00
"	8209	11,000.00

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CD and Safekeeping Receipt previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

Terry Cullom
Assistant Cashier

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipt and/or Certificate of Deposit which is replaced as above.

Safekeeping Receipt	Certificate
9563	49516

RECEIVED
MAR 22 1976
HIGHWAY ACCOUNTING

RECEIVED
MAR [illegible] 1976
CONTRACT ACCOUNTING

____

______________________________Dated

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

8209

№ 9562

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 27, 1976

Rainier Bank
Kirkland Office
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving
Contracts 8102, 8111, 8209

We received your safekeeping receipt # 9563, covering TCD # 49513, $29,000 to be used in lieu of retainage on our contract 8111 with Watson Asphalt Paving Company. This replaces TCD 49505, $29,000 and results in no change on the amount deposited on contract 8111.

Also received was your safekeeping receipt #9563, covering TCD # 49516, $12,000, to be used as a deposit in lieu of retainage as follows: Contract 8102 - $1,000 and contract 8209 - $11,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

NOTED
C. W. HEAD

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

orm 81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON No. 9562

NATIONAL BANK OF COMMERCE of S.

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO., INC.

DATE January 22, 1976

Rainier Bank Time Certificate of Deposit #49513, dated January 5, 1976, in the amount of $29,000.00, written for 30 days at 4 5/8% interest, payable February 4, 1976.

COLLECT
INT.
PRIN.
CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE xxx = Kirkland BRANCH Kirkland WASHINGTON Nº 9563

NATIONAL BANK OF COMMERCE

RECEIVED FROM OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO., INC.

DATE January 22, 1976

Rainier Bank Time Certificate of Deposit, dated January 12, 1975, #49516, in the amount of $12,000.00, written for 53 days with interest at 4 5/8%, payable March 5, 1976.

In lieu of retainage: Cont. #8209 - $11,000.00
#8102 - $1,000.00

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
INT.
PRIN.
CREDIT
REMIT

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT. PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

1

January 19, 1976

Watson Asphalt Paving, Inc.
Post Office Box 845
Redmond, WA 98052

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8209 for work on East Hood River Interchange-Rowena Section on the Columbia River Highway in Hood River and Wasco Counties.

Careful consideration was given to the reason you submitted. It is not believed to be a valid reason for extension. However, in light of other available facts, an extension of 13 days is granted, which would eliminate all liquidated damages on the early phase. This is because of stop work orders and Extra Work Order Nos. 2, 4, 7, 5 and Price Agreement No. 2.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Richard Hacek

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 2, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 164 days, within which to complete our Contract No. 8209 *, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extremely heavy traffic east bound in excavation areas in months of August and September.

* This request for an increase in calendar workdays is for the grading and drainage work portion only. (Sec. 108.08 par. (a) of the special provisions. We do not at this time forsee a necessity for a increase in the calendar workdays for the entire project.

Respectfully submitted,

WATSON ASPHALT PAVING CO., INC.
Contractor

By Treas.

CONSENT OF SURETY

Date October 6, 1975

We, SAFECO INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. W. Shinstrom Attorney-in-fact

SHINSTROM AGENCY, P.O. BOX 638, KIRKLAND, WN. 98033
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8209 Contractor Watson Asphalt Paving, Inc.

Highway Columbia River Highway

Section East Hood River Interchange--Rowena

Kind of Work Grading, Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A.	Time lost due to stop work Orders -	2 calendar workdays
B.	Non-productive time involved in setting up EB detours as per Price Agreement #2 -	3 CWD
C.	Time required to remove slide material -	10 CWD
	Total time recommended	15 CWD

Construction Section recommends 13 days extension of contract time because of stop work orders and E.W.O. Nos. 2, 4, 7, 5 and P.A. No. 2.

Recommended for Approval:

for Division Engineer

Construction Engineer or Bridge Engineer

Acting Ass't State Highway Engineer

Contract No. 8209

Project designation I-80N-3(69)63 State-Federal

Date awarded May 29, 1975

Work started June 21, 1975

Per cent completed 25% 11-17-75 Date

Calendar No. of Workdays Allowed 400

Calendar No. of Workdays Used 150

Calendar No. of Added Workdays Requested 14

State Printing 37929

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

December 29, 1975

FROM: J. A. Bond
Construction Administration Engineer

SUBJECT: East Hood River Intch.-Rowena
Contract 8209
Request for Time Extension

TO: H. S. Coulter
Asst. State Highway Engineer

Watson Asphalt Paving Co. requests a 14 day extension on the early phase completion requirement because of "extremely heavy traffic east bound in excavation areas in the months of August and September".

I do not believe this would be a valid reason for extension and apparently the resident engineer and region office did not think so either, as they both recommend extensions on other reasons. The early phase required completion of all grading and drainage work in 150 calendar workdays. This 150 days expired about November 17 so 13 days liquidated damages have been assessed at $100 per day up to the start of the winter no count dormant period December 1. The contractor continued working on the grading phase and traffic was returned to the four lane freeway pattern December 23 with grading work virtually completed.

The purpose of the early phase was mainly to try to force activity on the project during this first construction season. The largest item in the contract is 161,000 tons of paving and the contract allows 325 calendar workdays to accomplish this so the paving will be done next season. The resident engineer recommends the extension mainly on the basis that the original time allowed was insufficient. I do not believe this is a valid basis and note that the contractor did not start actual excavation work until about August 4 when some 45 days time had elapsed.

The special provisions prevented lane closures from noon Fridays through the weekends so the effect of three holiday weekend stop work orders was less than on jobs without this provision. Nevertheless, two days extension could be granted because of stop work orders that exceeded the requirements of the special provisions.

Region recommends ten days for recently approved Price Agreement 7 which added some 9,500 cu.yds. of excavation to widen a cut section above a bench for better stability. This work was also apparently done during December when time was not being charged so it is not a valid reason for additional extension at this point.

The contract general excavation quantity was 142,600 cu.yds. and weekly reports indicate the contractor had accomplished this quantity during the first week in December. I believe the nature of this work was such that the contract time allowed was very close. Consequently I believe several earlier change orders for grading or drainage type work have had a delaying effect. These would include EWO 2, 4, 7, 5, and possibly PA 2 which revised traffic control at one of the excavation areas and required several days

RECEIVED

[illegible] 2[illegible] 1975

[illegible]

to provide barrier and detour patterns to cross traffic over into a two lane pattern. These orders amount to about $20,000. In view of the tight time imposed by Phase A, I believe these orders collectively would justify an additional 11 days making a total of 13 days extension which would eliminate all liquidated damages on the early phase. This 13 days extension is therefore recommended.

This is an interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

Attach.

cc: Robert Church

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 12, 1976

In reply refer to: 1041DB.4

SUBJECT: Oregon Project I-80N-3(69)63
E Hood River Interchange-Rowena Section
Contract No. 8209
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. H. S. Coulter's December 30 memorandum, we concur in a 13-day time extension to the 150 calendar workday early phase completion schedule for this project. The extension is based on the holiday shutdowns, topsoiling, and the slide excavation which was performed on the project.

G. K. Hassner
for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFER TO
Coulter
FOR

RECEIVED
JAN 19 1976
Office of
Assistant State Highway Engineer

DATE December 30, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
East Hood River Interchange-Rowena Section
Contract No. 8209
FAP No. I-80N-3(69)63

Watson Asphalt Paving Company has requested a 14-day extension on the early phase completion requirement because of "extremely heavy traffic eastbound in excavation areas in the months of August and September."

We do not believe this would be a valid reason; however, there is another basis to consider extension. The early phase required completion of all grading and drainage work in 150 calendar workdays. This 150 days expired about November 17, so 13 days of liquidated damages have been assessed at $100 a day up to the start of the winter no-count dormant period December 1. The contractor continued working on the grading phase and traffic was returned to the four-lane freeway pattern December 23, with grading work virtually completed.

The purpose of the early phase was mainly an attempt to force activity on the project during this first construction season. The largest item in the contract is 161,000 tons of paving and the contract allows 325 calendar workdays to accomplish this, so the paving will be done next season.

The special provisions prevented lane closures from noon Fridays through the weekends, so the effect of three holiday weekend stop work orders was less than on jobs without this provision. Nevertheless, two days extension could be granted because of stop work orders that exceeded the requirements of the special provisions.

The contract general excavation quantity was 142,600 cu.yds., and weekly reports indicate the contractor had accomplished this quantity during the first week in December. The nature of this work was such that the contract time allowed was very close. Consequently, we believe several earlier change orders for grading or drainage type work have had a delaying affect. These would include Extra Work Orders Nos. 2, 4, 7, 5 and possibly Price Agreement No. 2, which revised traffic control at one of the excavation areas and required several days to provide barrier and detours to cross traffic over into a two-lane pattern. These orders amount to about $20,000. In view of the tight time imposed by Phase A, we believe these orders collectively would justify an additional 11 days, making a total 13-day extension which would eliminate all liquidated damages on the early phase.

Your concurrence in a 13-day extension is therefore requested.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams
Robert Church
Richard Hacek

8209 E. Hood R. Intchge-Rowena Sec.197
Col. R. Hwy. E. of Hood River
(Grade,pave, barrier & sign) #1

8209

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon

December 16, 1975

FILE:

FROM: J. B. [illegible]
Resident Engineer

TO: Memo To The Files

SUBJECT: Fatal Industrial Accident
East Hood River Interchange--Rowena
Columbia River Highway; Cont. 8209
Station 1739+
November 19, 1975

At approximately 4:10 P. M. on the evening of November 19, 1975, Blake R. Starkey was killed when run over and crushed by a dump truck on the subject project. Prime contractor is Watson Asphalt Paving Company, Inc. Contract involves, in part, cutting back some of the high rock bluffs along the south or right hand side of the highway and placing the excavated materials in fills to flatten shoulder slopes.

No. 1. Dump Truck: 1969 Mack R-600
License No. T361782, Oregon-1975
Damage: None
Owner: Wilson Bros., Farms
Box 246
Mosier, Oregon
Driver: Mark Gary Wilson; Date of Birth: 8/9/38
P. O. Box 172
Mosier, Oregon; Telephone: 478-3318
Chauffeur's License No.: 534330
Injuries: No apparent physical injuries.

No. 2. Blake Robert Starkey; Date of Birth: 9/17/52
1717 E. 10th St.
The Dalles, Oregon
Injuries: Deceased.

Witnesses: Milo Medlock, Buldozer Operator
Evergreen Trailer Court
Hood River, Oregon

Jules Weise, Loader Operator

The weather was clear. Pavement was dry. Light conditions were nearing dusk. There were no skid marks.

An accident occurred in construction work area and has been classed by State Police as an Industrial rather than a traffic accident.

Contractor had set cones along the Eastbound centerline, putting traffic into the inside or median lane, leaving the outside lane and shoulder free of traffic for his equipment to use. This was the situation between the excavation area at Sta. 1720 - 1735 and the embankment area at Sta. 1734 + 50 - 1744 at the time of the accident.

Operation at the time of the accident was to load trucks at Sta. 1733, drive east along the outside travel lane to about 1740, where trucks were backed

NOTED
E. S. HUNTER
RECEIVED
DEC 22 1975

K

Office of
Assistant State Highway Engineer
RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
FOR
Info Inves R/D D.K Sign Act File

off the paved shoulder and then backed up the three percent grade to the loading area again. A bulldozer was working on the fill at Station 1740 spreading dumped material.

It had been Starkey's job to take care of signing and to keep rocks off the roadway throughout the job where they may have fallen off trucks (hauling from other cuts to other fills). He also spotted and dumped trucks.

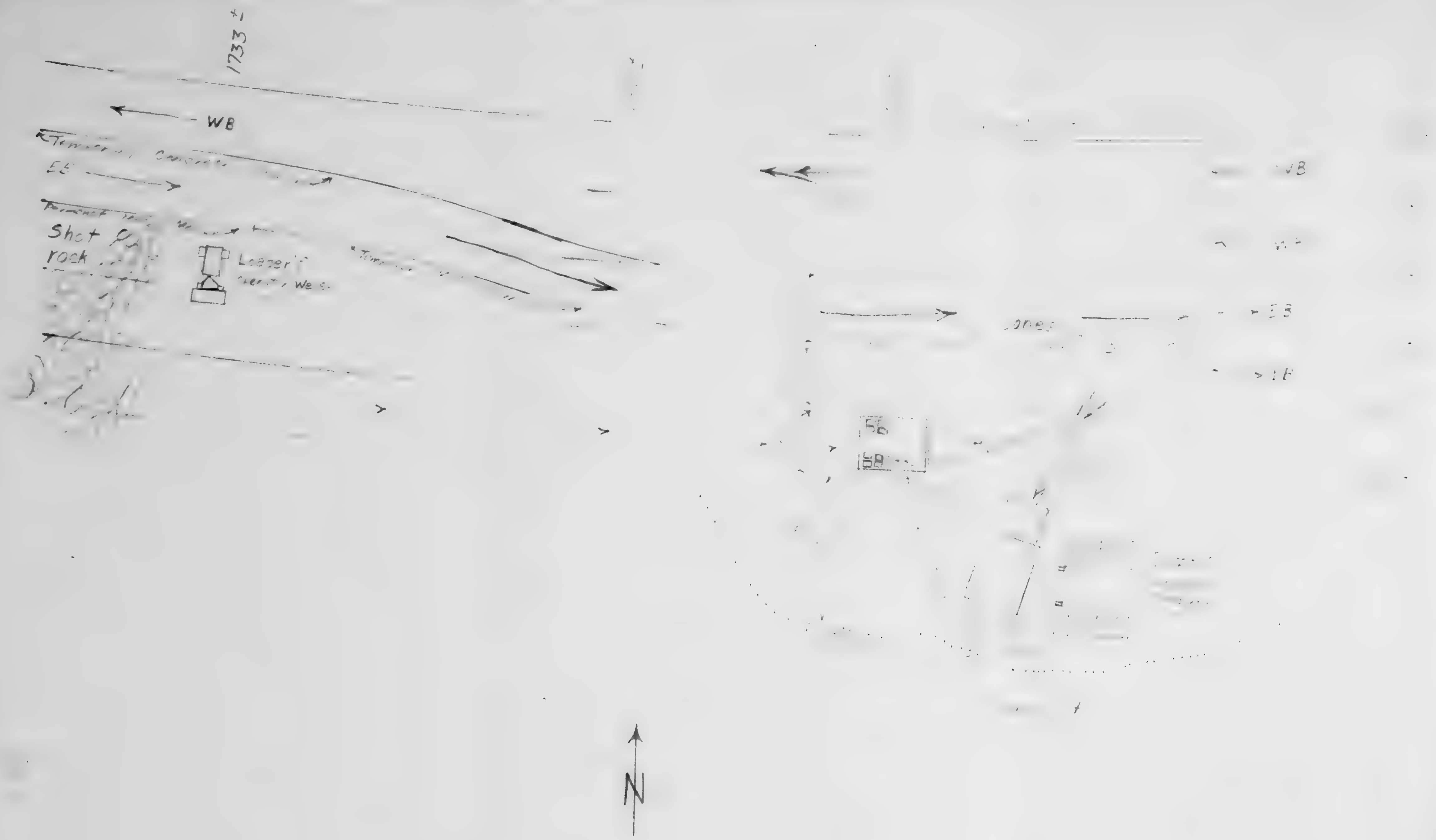
In the instance concerned, No. 1 had driven to dump area at Station 1740, backed to the edge of fill (approximately thirty feet from edge of paving) under direction of dumpman Starkey. No. 1 then pulled ahead onto paving (about 35 - 45 feet further to east) and began backing up shoulder. At approximately Station 1739, the truck struck Starkey, knocking him face down on shoulder paving about two to three feet from edge of paving. It appears that as the truck was pulling ahead and began backing up, Starkey had walked up to the edge of road. Reports from State Police and Witnesses Medlock and Weise indicate that Starkey had stepped behind the truck, looking towards the loader at 1733 and away from the backing truck. Medlock reported he yelled to Starkey and started to get off dozer, but, with noise from dozer, trucks, distance, Starkey apparently did not hear him and it was too late to reach him. The truck's right rear duals passed over Starkey from feet to head. Truck came to stop with body between front wheel and rear duals. Head was about two feet from the duals. Starkey was killed almost instantaneously (time truck took to travel about six feet at reported speed of about three M. P. H.). The body was crushed.

The State Inspector on the project, Darrel Olson, stated that near end of work shift he noted, as he was westbound, that Starkey was still working in fill area, apparently waiting for another truck to dump. Inspector decided to make final tour of project for the day, to check signing and see if any rocks were on road. Signing and cones were okay, but he removed several rocks from road. This trip amounted to a distance of 8.6 miles. When he arrived back to the west end of the cut area, Sta. 1720, he parked there for about fifteen minutes to finish some paper work and to wait for trucks to finish work at east end of cut. When he saw trucks stop work he pulled around to east end of cut and parked, a State Police car pulled in ahead of him behind the cones and the project foreman, Mark Jordan, talked with the patrolman. Then Mr. Jordan walked back to Inspector's car and informed him that Starkey had been killed, and the Project Superintendent, Owen Kastning, had left job to inform Resident Engineer's office and Assistant Resident Engineer, Jedd Starkey, brother of the victim. A second patrol car arrived. Also an ambulance came, but departed. And a Sheriff's car also arrived. Inspector was informed by State Policeman that there was no need for him to remain at scene and inspector arrived back at office about 5:30 P. M.

It was reported that State Police took pictures of the accident scene immediately (before truck or body were removed) and these were forwarded to Salem for processing. If a need arises, it may be possible to obtain copies of those from State Medical Examiner's office or the Oregon State Police Headquarters in Salem.

No one has yet been able to or willing to state that the truck's backup warning device was or was not working at the time of the accident. Truck was removed from the project for several days. At time of this writing (12-11-75) State's inspector, Tom Rudolph, says that the backup warning device is working.

JSS:ELC:su


1733 ±
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Temporary Concrete
EB
Shot rock
Loader
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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

Re: Watson Asphalt Paving Co.
Contracts 8102, 8111, 8209

We received your safekeeping receipts 9554 and 9555 covering TCD's 49507, $190,000, and 49505, $29,000, to be used as deposits in lieu of retainage on our contracts with Watson Asphalt Paving Inc. We enclose safekeeping receipts 9518, 9529, 9545, 9540 and 9552 for securities totaling $185,000.

The amounts of the new certificates, the certificates for which we release Highway Division interest, and the net change in amounts on deposit on our contracts with Watson Asphalt Paving are as follows:

Cont.	Safekeeping Rect #	Replacement Amount	Matured Amount	Net Increase (Decrease)
8102	9518		$43,000	
	9529		2,200	
	9540		14,000	
	9545		22,000	
	9552		20,000	
	9554	$120,000		$18,800
8111	9529		29,000	
	9555	29,000		0
8209	9529		2,800	
	9540		26,000	
	9545		16,000	
	9552		10,000	
	9554	70,000		15,200

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

cc: Watson Asphalt
Paving

m 81-734-3122

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EKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE KIRKL BRANCH KIRKLAND WASHINGTON Nº 9555

NATIONAL BANK OF COMMERCE of Seattle

[illegible] formerly The National Bank of Comm[illegible] Seattle

RECEIVED FROM	OREGON STATE HIGHWAY DIVISION AND WATSON ASPHALT PAVING CO, INC.
DATE	December 5, 1975

T.C.D. #49505 dated 12/5/75, maturity date ~~XX~~ 6/5/76, in the amount of $29,000.00. Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Div.

In lieu of retainage on Contract #8111- $29,000

COLLECT

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RECEIVED
DEC 8 1975
CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON № 9554

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM OREGON STATE HIGHWAY DIVISION
AND WATSON ASPHALT PAVING CO, INC

DATE December 5, 1975

T.C.D. #49507 dated 12/7/75, mautrity date 6/2/75 in the amount of $190,000.00
Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from Oregon State Highway Division.

In lieu of retainage on Contract #8102 -$120,000.00
#8209 -$ 70,000.00

COLLECT
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RECEIVED
DEC 8 1975
CONTRACT ACCOUNTING

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.

PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER, SAFEKEEPING DEPT.

5

RAINIER BANK

December 5, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Vernon E. Skoog
Controller

Gentlemen:

Enclosed are our Safekeeping Receipts in your favor covering retainages due on the following Oregon State Highway Division construction contracts.

Safekeeping Receipt	Contract Number	Amount
9555	8111	$29,000
9554	8209	70,000
9554	8102	120,000

Your letter dated October 31, 1975, provides for replacement of maturing Certificates of Deposit, however, we are asking that you acknowledge release of the following CDs and Safekeeping Receipts previously issued and replaced by the above.

Please acknowledge below and return a copy in the envelope enclosed.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

Oregon State Highway Division hereby releases any and all interest in the following Safekeeping Receipts and/or Certificates of Deposit which are replaced as above.

Safekeeping Receipt	Certificate
9552	48437
9545	48427
9540	129844
9529	129821
9518	48428

RECEIVED
DEC [illegible]
BY ACCOUNTING

____

______________________ Date

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

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1859

OREGON STATE
HIGHWAY DIVISION
P. O. Box 420
The Dalles, Oregon 97058

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1975

Traffic Safety Supply Company
2324 S. E. Umatilla St.
Portland, Oregon 97202

RE: Sign Shop Drawings
East Hood River Interchange--Rowena
Contract No. 8209

Gentlemen:

Enclosed are two sets, of four sheets each, of shop drawings for signs 2, 9, 18, 25, 26, 33, 34, and 42 which have been approved.

We note that you have not submitted shop drawings for signs 7, 28, 31, and 40.

Although signs 28 and 31 are to remain in place and existing sign 7 is to be reinstalled on new supports, all three are to have legends modified. No. 40 is a new sign.

Please submit shop drawings for signs 7, 28, 31, and 40 at your early convenience.

Very truly yours,

J. S. Sawyer
Resident Engineer

JSS:su

cc: Watson Asphalt Paving, Inc.
C. T. Keasey
C. M. Williams
W. G. Beard
cc w/encls: Ed Rief

NOTED
W. G. BEARD

Form 81-734-3122

8209

45

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 11, 1975

Rainier National Bank
PO Box 559
Kirkland, WA 98033

Re: Contract 8102 & 8209

We have received your Safekeeping Receipt 9552, covering Certificate of Deposit 48437 in the amount of $30,000, to be used in lieu of retainage on contracts 8102, ($20,000) and 8209 ($10,000) with Watson Asphalt Paving Co. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

RAINIER BANK

November 7, 1975

Attention: Vernon E. Skoog
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving, Inc., in lieu of retainage
Contract #8102 - $20,000
Contract #8209 - $10,000

Enclosed is our Safekeeping Receipt #9552 for a T.C.D. #48437 in the amount of $30,000 payable to Oregon State Highway Division and Watson Asphalt Paving Co., Inc. Funds in this T.C. D. will be released to Watson Asphalt Paving, Inc. only upon written notice to disburse from the Oregon State Highway Division.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure.

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON **Nº** 9552

NATIONAL BANK OF COMMERCE of Se...

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM Oregon State Highway Division
and Watson Asphalt Paving Co., Inc.

DATE November 7, 1975

T.C.D. #48437 dated 11-7-75, maturity date 12-8-75 in the amount of $30,000
Funds in this T.C.D. to be released to Watson Asphalt Paving, Inc. only upon
written notice to disburse from Oregon State Highway Division.
In lieu of retainage on Contract #8102 - $20,000
#8209 - 10,000

COLLECT
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CREDIT
REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

MANAGER SAFEKEEPING DEPT.

1975

75

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

Rainier Bank
PO Box 559
Kirkland, WA 98033

Attention: James R. Shideler

We have received your safekeeping receipt #9545, covering Rainier National Bank TCD # 48427, $38,000, to be used as deposits in lieu of retainage on our contracts 8102 ($22,000) and 8209 ($16,000) with Watson Asphalt Paving Co., Inc. Funds in this certificate should not be disbursed to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Watson Asphalt Paving Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

SAFE KEEPING RECEIPT
NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON Nº 9545

27

NATIONAL BANK OF COMMERCE of Seattle

RAINIER NATIONAL BANK formerly The National Bank of Commerce of Seattle

RECEIVED FROM
Oregon State Highway Department

DATE October 9, 1975

	COLLECT
Rainier National Bank T.C.D. #48427 dated October 9, 1975 in the amount of $38,000 made payable to Watson Asphalt Paving Co., Inc. and Oregon State Highway Department, interest at 5% In lieu of retainage on Contract #8209 - $16,000 " #8102 - $22,000	INT. PRIN. CREDIT REMIT
WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $	

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy C.
MANAGER, SAFEKEEPING DEPT.

RAINIERBANK

October 9, 1975

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $22,000.00
Contract #8209 - $16,000.00

Enclosed is our Safekeeping Receipt #9545 for a Rainier National Bank Time Certificate of Deposit #48427 in the amount of $38,000.00 payable to Watson Asphalt Paving Co., Inc. and Oregon State Highway Department. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosuree

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 6, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project I-80N-3(-)
East Hood River Interchange-Rowena Section
Rowena and Shogren Overcrossings
Structure Widening
Hood River and Wasco Counties

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
E. S. HUNTER

We have reviewed Mr. Hunter's letter of March 17 and Mr. Wolfe's letter of May 13, 1975 regarding the widening of the Shogren and Rowena Overcrossings. Our comments are:

SHOGREN OVERCROSSING

The Shogren overcrossing was constructed to the then-current Interstate standards. Other moderate-length structures constructed to similar horizontal clearance standards during the same general time period appear to be functioning adequately under present traffic loading.

The accident records and comments submitted with your proposal indicate several accidents have occurred near the approach of the eastbound structure, and the existing guardrail taper may have been a contributing factor toward the creation of a funneling effect. The adjustment of the guardrail taper may be sufficient to eliminate the funneling effect.

We note this guardrail will be upgraded as part of the safety work currently being done on this section. This location should be monitored to record the effect of the safety work i.e., placing the concrete median barrier across the structure and upgrading the approach guardrail. A high accident incidence at this location may warrant further consideration. Therefore, at the present time we do not find sufficient warrants for the widening of this structure using Interstate funds.

ROWENA OVERCROSSING

We agree that the Rowena Overcrossing structure should be widened to the present full Interstate standards. We understand that the structure was constructed in 1954 with a horizontal clearance of 58 feet, which provided for a 4-foot median width and that no further modifications were made to the structure as part of the Interstate system accomplished after 1956. The upgrading of the present substandard median barrier system at the structure will result in a further reduced median. We recognize this situation as a potential safety hazard. The median barrier on both sides of this structure is currently being upgraded to current standards - and to provide for a safe barrier system and continuity across the structure, the median barrier across the structure should also be upgraded to current full Interstate standards.

Interstate funding is approved for the widening of this structure to current full Interstate standards compatible with adjacent section of the route.

fr G. L. Green

8209

2/15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 16, 1975

Rainier Bank
PO Box 559
Kirkland, OR 98033

Attention: James R. Shideler

We acknowledge receipt of your safekeeping receipt #9504 covering bank bond #129844, $40,000, to be used in lieu of retainage on our contracts with Watson Asphalt Paving Company as follows:

Contract	Amount
8102	$14,000
8209	26,000

If a safekeeping receipt is to be used in lieu of retainage, it should be in our office on or before the ending day of the pay period for the contract, in this case, September 10th. In the future, please try to arrange for earlier delivery of safekeeping receipts so that we may give proper credit to the contractor.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

Form 81-734-3122

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RAINIER BANK

September 11, 1975

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $14,000.00
Contract #8209 - $26,000.00

Enclosed is our Safekeeping Receipt #9540 on a Non-negotiable "Rainier BankBond" #129844 in the amount of $40,000.00, payable to Watson Asphalt Paving Co., Inc. and the State of Oregon. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

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RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

SAFE KEEPING RECEIPT

NOT NEGOTIABLE Kirkland BRANCH Kirkland WASHINGTON №. 21 9540

NATIONAL BANK OF COMMERCE of Seattle

RECEIVED FROM State of Oregon

DATE September 11, 1975

Rainier BankBond #129844 in the amount of $40,000.00, payble to Watson Asphalt Paving Co., Inc. and State of Oregon, dated 9-11-75, endorsed by Watson, interest 5%, due Oct 14, 1975
in lieu of retainage on Interstate 80: - Contract #8102 - $14,000.00
Contract #8209 - $26,000.00

COLLECT

INT.

PRIN.

CREDIT

REMIT

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy C Hansen
MANAGER, SAFEKEEPING DEPT.

B

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 12, 1975

Rainier National Bank
PO Box 559
Kirkland, OR 98033

Attention: James R. Shideler

We received your Safekeeping Receipt #9529, in the amount of $34,000, to be used in lieu of retainage on our contracts with Watson Asphalt Paving Co. The Safekeeping Receipt covers bank bond #129821 and will be distributed on contracts as follows:

Contract	Amount
8102	$ 2,200
8111	29,000
8209	2,800

The proceeds of this bank bond should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Watson Asphalt Paving Co.

SAFE KEEPING RECEIPT
NOT NEGOTIABLE

Kirkland BRANCH Kirkland WASHINGTON №. 9529

NATIONAL BANK OF COMMERCE of S[illegible]

RECEIVED FROM State of Oregon

DATE August 7, 1975

Rainier BankBond #129821 in the amount of $34,000.00 payable to Watson Asphalt Paving Co., Inc and State of Oregon, dated 8-7-75, endorsed by Watson interest 5%.

In lieu of retainage on Interstate 80: - Contract #8102 - $2,200
" #8209 2,800
" #8111 29,000

WITH AND SUBSEQUENT COUPONS ATT. TOTAL No. SHARES OR PAR VALUE $

COLLECT
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THE ABOVE MENTIONED SECURITIES WILL BE DELIVERED ONLY UPON WRITTEN RECEIPT.
PROPERTY LEFT FOR SAFE KEEPING WILL RECEIVE THE SAME CARE AS THE PROPERTY OF THE BANK, AND THE BANK WILL NOT BE RESPONSIBLE FOR LOSS OF, OR DAMAGE TO, ANY OF THE ABOVE DESCRIBED SECURITIES ARISING FROM ANY CAUSE OTHER THAN ITS OWN ACT OR NEGLECT, OR THE ACT OR NEGLECT OF ITS OFFICERS OR EMPLOYEES.

SD 1917 R 7-67

CUSTOMER SIGNATURE

Dorothy C. Ha[illegible]
MANAGER, SAFEKEEPING DEPT.

RAINIERBANK

August 7, 1975

AUG - 8 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

Attention: R. I. Hacek
State of Oregon, Finance Branch
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Watson Asphalt Paving Co., Inc., in lieu of retainage
Contract #8102 - $ 2,200.00
Contract #8209 - 2,800.00
Contract #8111 - 29,000.00

Enclosed is our Safekeeping Receipt #9529 on a Non-negotiable "Rainier BankBond" #129821 in the amount of $34,000.00, payable to Watson Asphalt Paving Co., Inc. and the State of Oregon. The instrument has been endorsed by Watson and we are holding it in your behalf in lieu of retainage on the subject contract.

Sincerely,

James R. Shideler
Assistant Vice President
and Manager

JRS:dh
Enclosure

AUG 11 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RAINIER NATIONAL BANK | Kirkland Office | 101 Kirkland Avenue P.O. Box 559 | Kirkland, Washington 98033 | Phone (206) 822-1214

8654

FORM 81-734-3030

R

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 17, 1975
Salem, OR 97310

FILE: ~~ROW 18-2~~

NOTED
E. S. HUNTER

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Files

SUBJECT: Encroachment on Union Pacific Railroad Property
E. Hood River Intchge.-Rowena Sec.
Rowena-The Dalles Section
Columbia River Highway
Hood River & Wasco Counties

During the afternoon of June 16, I received a telephone call from Bob Orr, Public Projects Engineer, Union Pacific Railroad. He had just returned from a meeting with Mr. J. S. Sawyer, Resident Engineer of The Dalles, during which they reviewed the E. Hood River Intchge.-Rowena Section and the Rowena-The Dalles Section of the Columbia River Highway in Hood River and Wasco Counties. Bob informed me that there are areas of these two sections where it will be necessary for the contractor to enter on Union Pacific right of way for the prupose of positioning wagon drills for the necessary drilling prepatory to setting charges for necessary rock excavation and to construct the necessary fills. He was informed that all the drilling will be done by line drilling techniques to limit the extent of the blasting but due to the proximity of the Union Pacific Railroad with the blasting operation he feels it necessary to provide railroad protection during the drilling and blasting operations.

Mr. Orr estimates that it will take two months of Engineer/Inspector time on each of the projects to adequately provide railroad protection. The estimated cost of this railroad protection would be $5,000 for each of the two projects. In addition, the Union Pacific Railroad will require the issuance of a Railroad Protective Policy made out in their favor in accordance with the standard procedures for railroad insurance.

Union Pacific will grant to the State a temporary easement to allow our contractor to encroach on UP property. This temporary easement will be contained in a Construction-Maintenance Agreement which is being prepared by Union Pacific and will be soon forwarded to the Oregon Highway Division for execution.

From the information provided to me by Mr. Orr, it is my opinion that our contractor on each of these two projects has no alternative but to enter on Union Pacific right of way to accomplish the necessary work. This being the case, it would seem to me that the Highway Division would be responsible for the cost incurred by the contractor and providing the necessary Railroad Protective Insurance and we would be responsible for reimbursing the Union Pacific Railroad for their railroad protective charges. As I stated, this opinion is based solely on the information provided to me by Mr. Orr, this was his evaluation after reviewing the subject projects in the field.

JEC:jk

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
C. T. Keasey
J. L. Sollis
J. B. Boyd
C. M. Williams
J. S. Sawyer

RECEIVED
JUN [illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

22-07

R

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 13, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
F. B. KLABOE

Dear Mr. Green:

Shogren and Rowena Overcrossings
East Hood River Interchange-Rowena Section
I-80N, Hood River and Wasco Counties

The Shogren overcrossing structure has shoulder widths of only three feet while the adjacent roadway sections have shoulders ten feet in width. A "funneling" effect is produced at the guardrail taper approaching the structure which may have contributed to three recorded accidents from 1970 to date. These accidents occurred within 500 feet of each other in the eastbound lanes approaching the structure. Apparently the guardrail taper was the principal contributor. A five-year collision diagram with pertinent accident listings is attached.

The first stage involved the construction of a two-lane overcrossing (now eastbound) completed in 1961 at a total cost of $122,349, $48,095 of which were State funds. The westbound two lanes were completed in 1968 at a cost of $188,974 (State participation $15,678). The overcrossing's present width, curb to curb, is 62 feet 10 inches. Present plans for a safety improvement contract include a concrete median barrier to be placed within the existing 8.4-foot median. It is proposed to widen the structure to accommodate a 10-foot shoulder on each side. Preliminary cost estimates are: (1) widen structure eastbound, $165,000, and (2) widen structure westbound, $267,000, for a total of $432,000. This would eliminate the "funneling" effect thus increasing safety to the motorist.

Mr. Glen L. Green
Page 2
May 13, 1975

A similar situation exists at the Rowena overcrossing on the same section which was discussed in our March 17, 1975 letter. This structure was constructed in 1954 at a cost of $45,353, $17,799 of which were State funds.

We request your approval for the incorporation of these proposals relative to both the Shogren and Rowena overcrossings in a project to be funded with Federal-aid Interstate Safety funds.

Very truly yours,

Victor D. Wolfe
Location Engineer

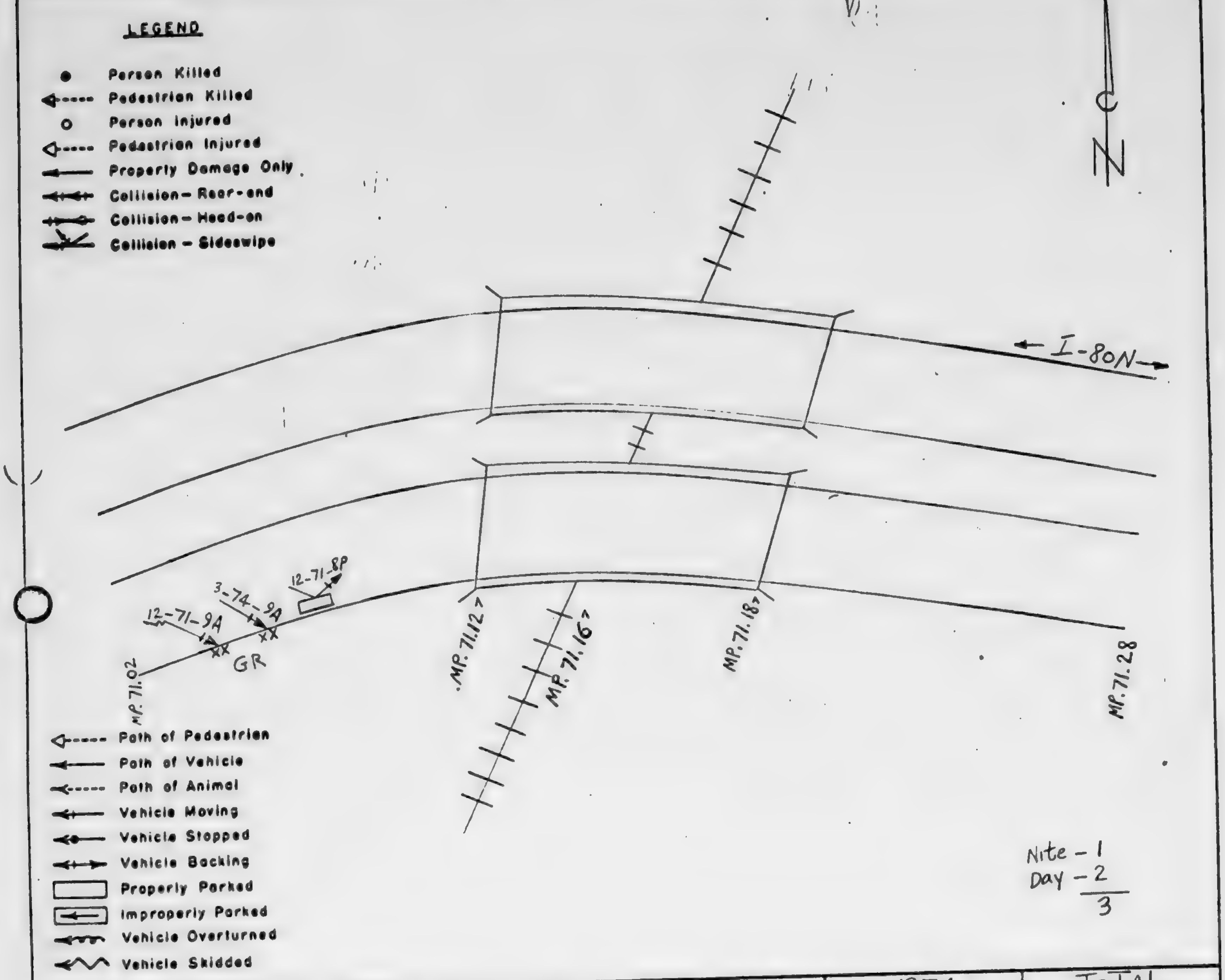
RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO
FOR
Info Inves R/D D/R Sig Act File

Attach
WAE:jp
cc F.B. Klaboe
A.E. Johnson
E.S. Hunter
J.H. Versteeg

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Wasco
Intersection of Columbia River Hwy and Shogren O-Xing U.P.R.R.
Highway Number 2 (I80N) MP. 71.02 To MP. 71.28
Period Covered 1-1-70 To 12-31-74
Compiled by CS Drawn by ______ Date 4-16-75



Nite - 1
Day - 2
3

Collision Type	1970 – 1971				1972				1973				1974				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																			1	1
Sideswipe			1	1																
Turning Movement																				
Parking																				
Non-collision															1	1			2	2
ed Object			1	1																
Pedestrian																				
Backing																				
Misc.																			3	3
TOTAL			2	2				0				0			1	1				

Form E-261-6-70

5-9-75

R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-3(69)63

STATE PROJECT NO.
East Hood River Int.-Rowena Section

COUNTY NAME
Hood River-Wasco

PROGRAM NO.

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

ITEM NO.
I-819

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
E. S. HUNTER

DATE PS&E APPROVED
April 30, 1975

DATE AUTHORIZATION EFFECTIVE
April 30, 1975

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Columbia River Highway No. 2

GENERAL LOCATION:
I-80N, 0.7 miles east of Hood River, East 11.44 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, sign, and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping	# 5,000
Stage Construction Striping	10,000
Temporary Erosion Control	5,000
On the job Training	4,800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
5-9-75

SIGNATURE OF APPROVING OFFICIAL
C R Burkhardt

TITLE
Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

4-29-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction number 5-12

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-29-75

BY (Signature): L. W. Rulien's April 23, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 819 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
819	I-80N-3(69)63	11.44	6,045,000	5,578,300	Location: East Hood River Interchange-Rowena Section. Hood River and Wasco Counties. State of Oregon. Work: Grade, Drain, High Type Pavement, Sign and Guardrail.

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D-R | Sign | Act | ✓

REMARKS (Division)

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 30 1975
OFFICE OF
[illegible]

RECOMMENDED

DATE ____ SIGNATURE AND TITLE ____

APPROVED

DATE: 4-29-75

SIGNATURE AND TITLE: [illegible], Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 915-890

2207

80N

Salem, Oregon
April 25, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

J. S. Sawyer
Resident Engineer

E. Hood River Int.-Rowena Section
Columbia River Highway
Hood River & Wasco Counties

In order to provide a fair and common basis for bidding, all prospective bidders must have access to the same information.

If some prospective bidders have verbal assurance that the plans or specifications will be changed they would have an advantage that other bidders would not have.

Each bidder's proposal must be based on the information contained in the plans and special specifications furnished and any change therein should be made in conformance with subsection 102.06 of the Standard Specifications.

After the successful bidder has been determined, proposals may be made and, if acceptable to all parties, documented by price agreement.

RECEIVED
APR 28 1975
ROAD DESIGN SECTION

___ Versteeg ✓
___ Olson ___
___ Terpin ___
___ Scott ___
___ Swenson ___
___ R. Olson ___
___ Trout ___

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To ___
Bring Up ___
Other ___

FET:we
cc: C. G. Swenson

8209

80N

Salem, Oregon
April 23, 1975

F.E.T.
Frank E. Terpin
Final Design Engineer

E. Hood River Int.-Rowena Sec.
Columbia River Highway
Hood River & Wasco Counties

Carl M. Williams
Region IV Engineer

Through an oversight the drainage system required by the construction of the shoulder barrier Sta. 1794 to Sta. 1826+50 was not included in the plans. Therefore, it will need to be added under construction.

It is suggested that one of two alternates be considered. First, provide G-1 inlets at intervals along the barrier with outlets into the fallout area behind the barrier or second, provide drain holes (block outs) in the units similar to those required for the Barkley Spring-Algoma Section of the Dalles-California Highway. If you find neither of these suggestions acceptable you may devise a system to fit the existing conditions.

A modified median barrier has been shown to be constructed across the entrance to the Koberg Beach Wayside. Some objections to this proposal have been heard. It is the consensus of the Road Design Section that some positive barrier to prevent vehicles entering the travel lanes at right angles is required. The proposal seems to us to be as effective and as safe as can be provided. However, if in your opinion, some other treatment seems appropriate the proposal may be deleted from the contract and a design of your choosing constructed.

FET:we
cc: C. T. Keasey
J. S. Sawyer
R. S. Hawkins
D. B. Carter, FHWA

8309

~~PRO 6-2~~

April 23, 1975

Robert W. Straub
xxxxxxxxxx

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-3(69)63

We are submitting program data for one Interstate project Item No. 819, Project No. I-80N-3(69)63, "E. Hood River Intchge.-Rowena Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes, ramps and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's "Yellow Book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

CL:ljt
Encl.

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E.O. April 23, 1975

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-80N, 0.7 mi. E. of Hood River, E. 11.44 mi. 65	**ADT**	PRESENT 9,100	FUTURE (66) 16,500 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr., Dr., H.T. Pave., Sign. G-rail. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 80-3	SE

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Hood River & Wasco	027	CODE 065 (14) (16)		
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)	U.S. (37) I-80N (41)	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					**PE**		I-80N, 0.7 mi. E. of Hood River, E. 11.44 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"E. Hood River Int.-Rowena Section"	11.44	6,045,000	5,578,300	466,700	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	11.44	6,045,000 (16) (23)	5,578,300 (24) (32)	466,700	
1	14	PROGRAM APPROVAL DATES										

REMARKS Additional Data: Item Nos.
502B & 75

Project Nos.: I-80N-3(3),(9
and (65), res

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 23, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, 0.7 mi. E. of Hood River, E. 11.44 mi.		9,100	16,500	95	10	Oregon	41	042	819

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave., Sign. G-rail.		▨	▨	▨	▨			I-	80-3	(69)	63	N

FUNDS	COUNTY NAME		CODE	PROGRAM STAGE
Interstate	Hood River & Wasco	027	065	☐ 1 OR ☒ 2

ZA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- - -	I	I-80N	2	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, 0.7 mi. E. of Hood River, E. 11.44 mi.						Gr, Dr, & Overlay w/AC pave. 4-12' lanes w/ 10'R & 6'L shldrs. 8.4 min. median. Safety revisions of roadway slopes, signs, guardrail, median, barrier, minor drainage, strs. & other appurtenances.
ROW	-							
CONST (CODE) (Safety) 6201		"E. Hood River Int.-Rowena Section"	11.44	6,045,000	5,578,300	466,700		ROW - 150' min.; Access Control - Full Parking Restrictions- Complete
ED BY		PROJECT TOTALS	11.44	6,045,000	5,578,300	466,700		

M APPROVAL DATES

REMARKS Additional Data: Item Nos. 24, 37C, 37D, 77, 502B & 753.

Project Nos.: I-80N-3(3), (9), (17), (6), (55) and (65), respectively.

(over)

E. Hood River Interchange-Rowena Section
Project No. I-80N-3(69)63

REMARKS: Cont'd.

Project Data: The work consists of (1) grade, drain and overlay with H.T. pavement the existing facility consisting of four 12' lanes witn and 6' left shoulders and 8.4' minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, gua median barrier, minor drainage structures and other appurtenances.

IM-50-1-70 Requirements: (a) State Clearinghouse--Exempt from A-95 review under working agreement dated April 28, 1970.
(b) Dist. 9 Clearinghouse--Waiver of A-95 review being requested under the program cover letter based on the fac project is solely stage construction of the pavement structure and safety improvement

FHPM 7-7-2 Requirements: Negative environmental declaration concurred in by FHWA on December 10, 1973.

FHPM 7-7-5 Requirements: (a) Public Hearings--Not required under provisions of para. 6c.
(b) Location/Design--Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-7(2), on this project will be determined at PS & E stage and the numb in the PS & E documents.
(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overla correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Relat
(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201)	$3,245,000
Safety Revisions (Y Codes 002,007,101, 106	2,800,000
	$6,045,000

Hood River County -	$1,511,200
Wasco County - - - -	$4,533,800

E. Hood River Interchange-Rowena Section
Project No. I-80N-3(69)63

nt'd.

The work consists of (1) grade, drain and overlay with H.T. pavement the existing facility consisting of four 12' lanes with 10' right houlders and 8.4' minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, r, minor drainage structures and other appurtenances.

quirements: (a) State Clearinghouse--Exempt from A-95 review under working agreement dated April 28, 1970.
(b) Dist. 9 Clearinghouse--Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

quirements: Negative environmental declaration concurred in by FHWA on December 10, 1973.

uirements: (a) Public Hearings--Not required under provisions of para. 6c.
(b) Location/Design--Not a factor in the development of this project.

-the-job trainees, as set forth in FHWA order interim 7-7(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

e project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

is project is in Congressional District No. 2.

:

Pavement (Type Code 6201)	$3,245,000
Safety Revisions (Y Codes 002,007,101, 106	2,800,000
	$6,045,000

nty - $1,511,200
 - - - $4,533,800

32C 7

80N

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon

File: Loc 17

DATE April 18, 1975

TO Frank E. Terpin
Final Design Engineer

Attention: Bill Cole

FROM J.S. Sawyer
Resident Engineer

1 ✓
2 T
SECTION

SUBJECT Review of Preliminary Plans
East Hood River Interchange-Rowena
Columbia River Highway
Hood River and Wasco Counties

As per our telephone conversations on this date regarding several changes on the subject project.

On the enclosed copy of the preliminary plans I have marked in red pencil the following minor changes:

Sheet 2B Eliminate (1) one inch diameter bolt and change diameter of remaining bolts to 3/4-inch diameter as shown;

Sheet 4 Item 8-8D. Eliminate all reference to barrier construction;

Sheet 16 Item 7. The extension of this culvert as well as the one shown at Sta. 1581+50± and the embankment shown was performed on contract no. 7952 and can be removed from these plans;

The references to the overlay thickness on the E.B. profile is shown as three inches and should be corrected to four inches;

Sheet 25 Item 4. This guard rail could be done away with by constructing a fill. Approximately 2000 Cu. Yd. would be sufficient to accomplish this within right-of-way limits. I have enclosed a photograph of the area and a small sketch for this proposal.

JSS:AS:hem

cc: C.M. Williams

All of the above items have been discussed with Sawyer & Williams and have been taken care of.
W.E.C. 4/21/75

k

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-3(-)61
East Hood River Interchange-Rowena Section
Salvage Value of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 1, 1975 letter, we agree that $0.05 per pound is a satisfactory salvage value to be credited to the Federal-aid project for guardrail and related hardware removed from the roadway and not reinstalled.

G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (C Keasey)
OSHD (F Terpin)

[illegible]

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info Inves R.D C.R Sign Act File

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2069 R

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Gentlemen:

Re: E. Hood River Int.-Rowena
Columbia River Highway
Hood River & Wasco Counties

In my letter of April 1, 1975, regarding this subject an error was inadvertently made in the first paragraph. Instead of 75,069 linear feet of rail members it should read 106,174 linear feet. Please change this accordingly.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin

Frank E. Terpin
Final Design Engineer

WEC:jh
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
C. M. Williams

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

6309

8309-

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[illegible]
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 1, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Ernest J. Valach

Re: E. Hood River Int.-Rowena
Columbia River Highway
Hood River & Wasco Counties

Dear Mr. Green:

There will be an excess of 75,069 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Mosier maintenance yard at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members being placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the Mosier maintenance yard as directed.

Wood posts not reinstalled on the project shall become the property of the contractor at the point of removal.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.
2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Initially the project will be credited for 841,284 pounds at $0.05 = $42,064. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

JHV

J. H. Versteeg
Road Design Engineer
by Frank E. [illegible]

WEC:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
C. M. Williams

RECEIVED
APR 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8209

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-3(-)
E. Hood River Interchange-Rowena Section
Columbia River Highway
Hood River and Wasco Counties
Request for Pavement Overlay

DATE: March 25, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Wolfe's March 14, 1975 request for a 3-inch asphaltic concrete overlay with leveling plus a 1-inch open graded plant mix friction course is approved.

for G. L. Green

cc:
OSHD (C Gregg)

RECEIVED
STATE HWY ENG
MAR 27 '75
REF
FOR
Info | Inve. | R.D | D.R. | Sign | Act | File

3-27-75
cc: Wolfe
Versteeg
Carl Williams

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

Robert W. Straub
XXXXXXXXXX

March 17, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Safety Project
East Hood River Interchange-Rowena
Columbia River Highway
Wasco County

Safety projects are being planned covering the highway from East Hood River Interchange to The Dalles which will bring this section up to standard.

The Rowena Interchange lies at the easterly end of the subject job and presently has a four foot median for about one-half mile between two 8.4 foot medians. The highway structure at the interchange has a roadway width of 58 feet. When the new median barrier is placed on the section the driving lanes will be offset about one foot. This is not a safe or standard condition on such a rural high speed highway. There have been median barrier accidents through this one-half mile section and although not frequent in the past, we feel that with the reduced median clearance, their number may increase.

It is our proposal to upgrade this one-half mile section providing an 8.4 foot median throughout and full shoulders on the interchange structure. Until a full investigation can be made we are not certain how this proposed widening will be accomplished but a very rough estimate of the additional cost to provide this standard section is $250,000.

Your approval is requested to incorporate this proposal in the project to be covered by Safety Funds.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

js

bc:
F. B. Klaboe
A. E. Johnson
J. H. Versteeg
V. D. Wolfe
W. J. Hart

Safety Data
E. Hood River int. - Rowena
Rowena - The Dalles

For Don Stoudenmeyer
Through Roger T.

Collision Diagram
I-80 N
MP 76.30 TO 76.85 - specific - DO NOT adjust RT
Main Line only
9-Acc
(Rowena Interchange area
1970 - Date
ja 3/5/75

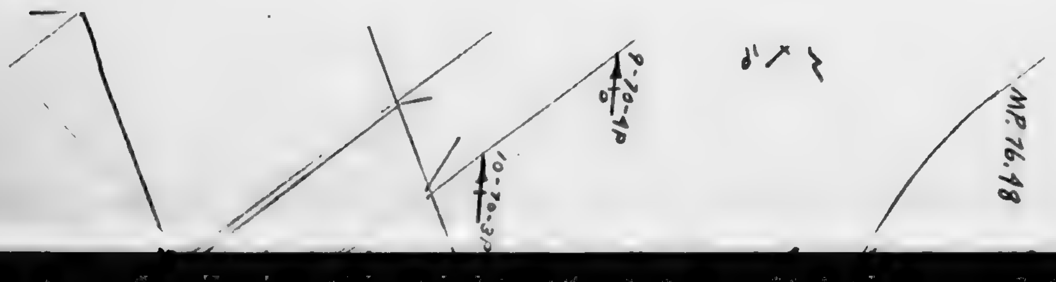
Try for 3-11

Called in 3-4-75 3:15 pm

CW 3-6-75

NOTED
C.J. VISTIC

RECEIVED



OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ______ County Wasco
Intersection of Rowena Int. and MP. 76.30
Highway Number 2 (I-80N) to MP. 76.85
Period Covered 1-1-70 11-30-74
Compiled by ______ Drawn by ______ Date 3/5/75

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- ←+←+ Collision – Rear-end
- →+← Collision – Head-on
- ↙ Collision – Sideswipe

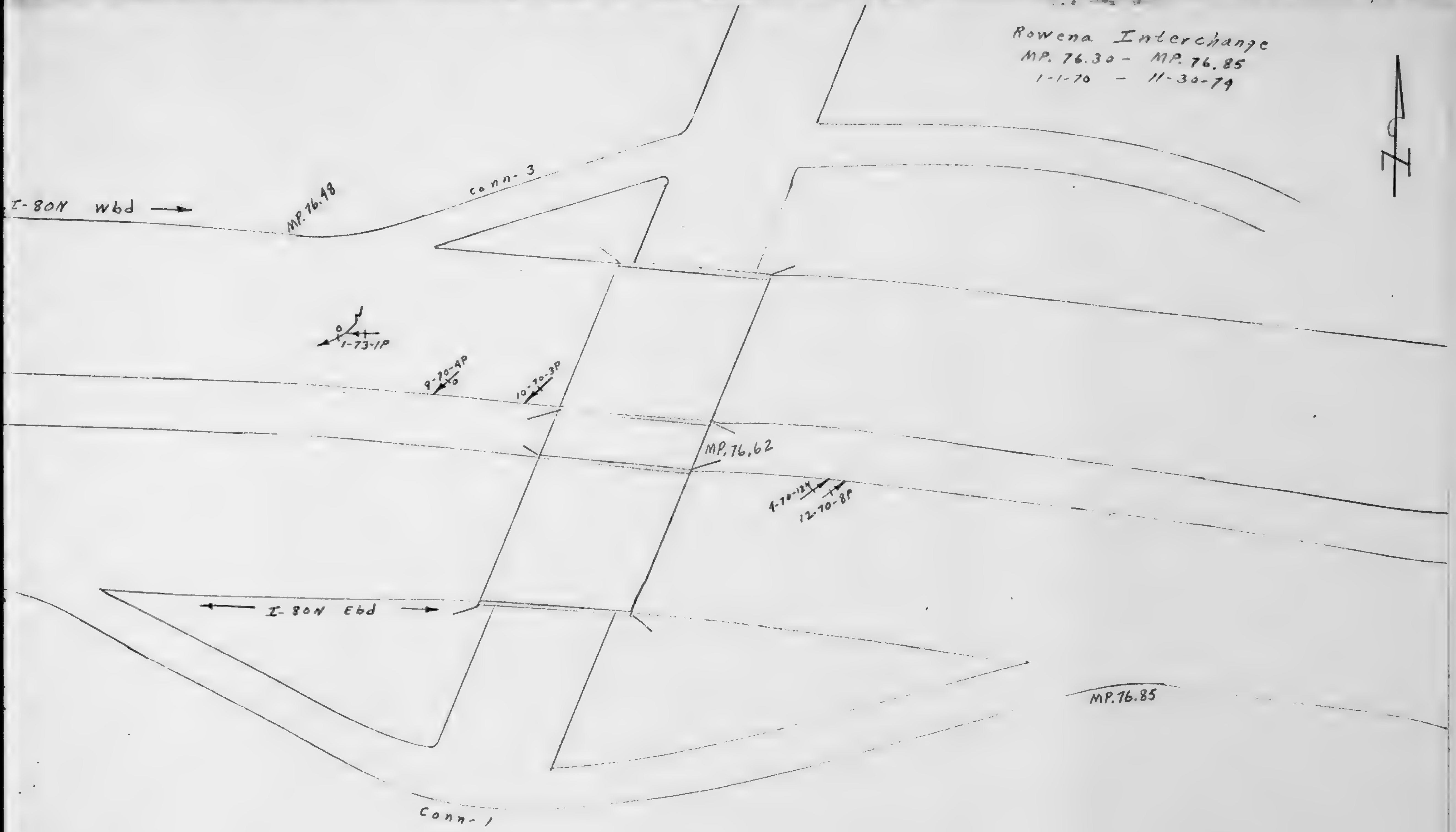
- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- ←+ Vehicle Moving
- ←● Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭← Improperly Parked
- ←∞ Vehicle Overturned
- ←⁓ Vehicle Skidded

Fatal: MP. 76.40
Clr 7-2-74 2K
Dry 11:15 P.M.
Dark
Ebd car lost control, ran off road, returned onto Hwy.
2nd accident: struck by bus

Collision Type	1970-1971				1972				1973				11 Mos. 1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on														1		1		1		1
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking										1		1						1		1
Non-collision		1		1																
Fixed Object			3	3									1			1	1	1		2
Pedestrian										1		1			1	1		1	4	5
Backing																				
Misc																				
TOTAL		1	3	4			0			2		2	1	1	1	3	1	4	4	9

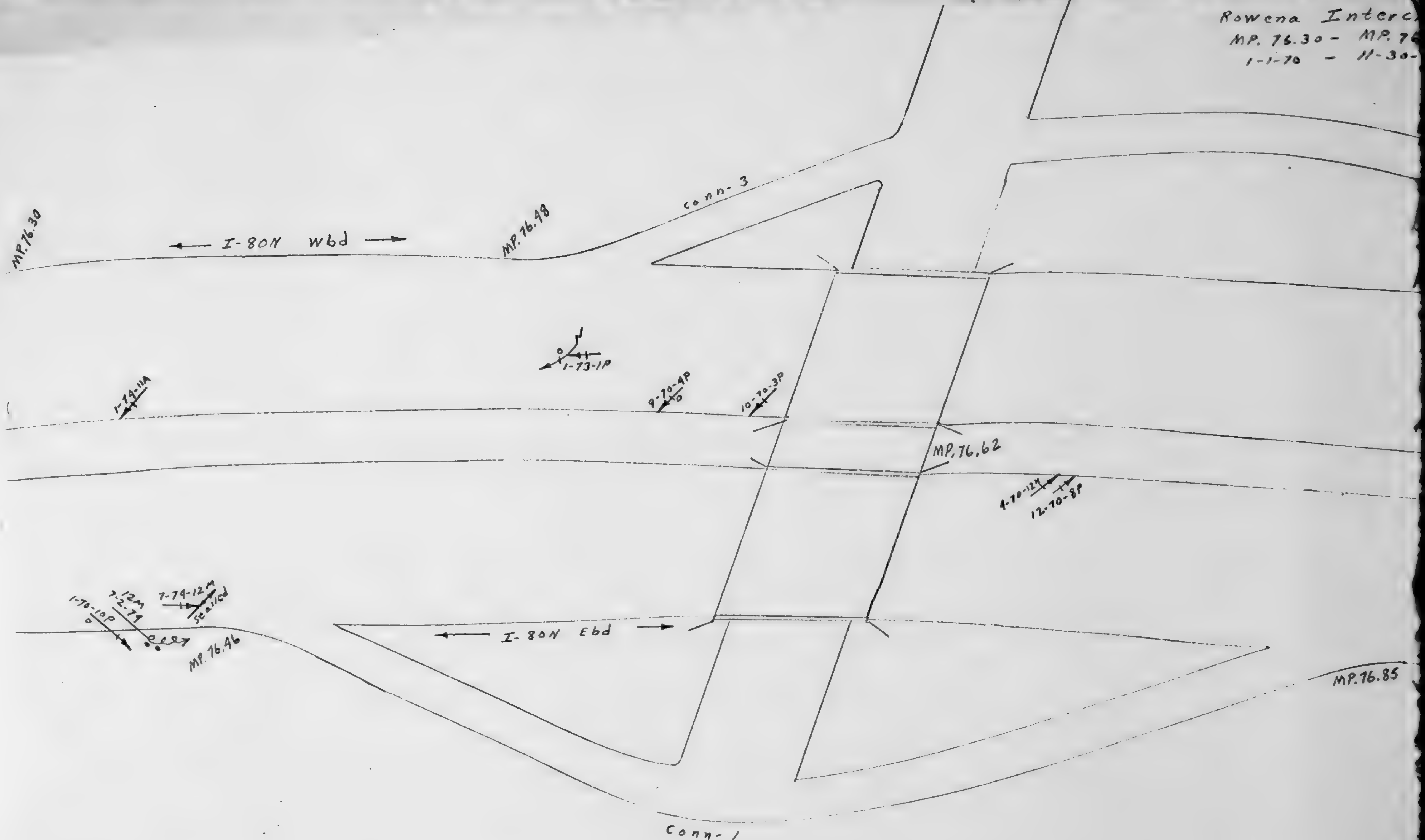
Form E-261-6-70

Rowena Interchange
MP. 76.30 - MP. 76.85
1-1-70 - 11-30-74



Day- 5
Nite- 4
Total- 9

Rowena Interc
MP. 76.30 - MP. 7
1-1-70 - 11-30-



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0209

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 14, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Dear Mr. Green:

Re: E. Hood River Interchange-Rowena
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures--underdesign, deflection, condition survey and the "Williams Method"--were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the three-inch asphaltic concrete overlay with leveling, plus a one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

Att.

CJG:af/mc

bc E. S. Hunter

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: E. Hood River Interchange - Rowena
Highway: Columbia River (FAR 1)
County: Hood River & Wasco
Prefix:

Res. Engr.
Approx. Length 12.3± miles
Sta. 1235+00± to Sta. 1886+00±
Date March 12, 1975

Mean Truck A.D.T. 1290
Traffic Coefficient 9.5 (1975-1980)
18 kip s. a. per day 654.2
(1)

Annual Precipitation 15"±
Frost Penetration 16"±
CBE Total Requirement *22.0"

Typical Soil

17	LL
0	PI
74	%P 10
23	%P 200
26	% Gravel
6	% C Sand
45	% F Sand
14	% Silt
9	% Clay
62	R Value
A-2-4	AASHO Classif.

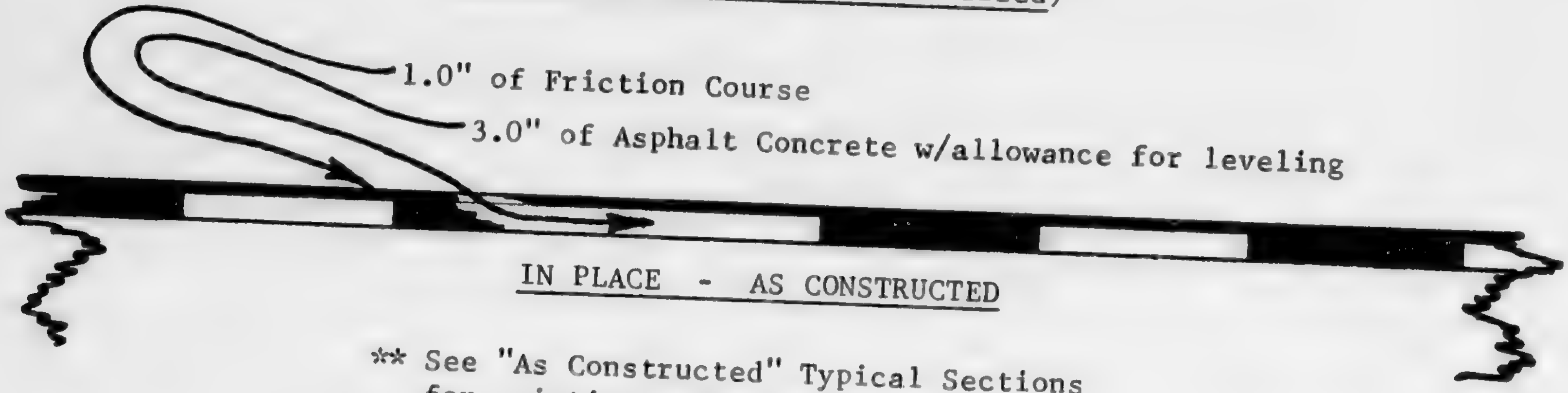
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
	OVERLAY	
	1.0	F.C.
	3.0	A.C.
	**IN PLACE "As Constructed"	

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)



1.0" of Friction Course

3.0" of Asphalt Concrete w/allowance for leveling

IN PLACE - AS CONSTRUCTED

** See "As Constructed" Typical Sections for existing surfacing depths.

(1)
Gravelly Silty Sand

* Minimum for Traffic Classification

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by
Base Design Engineer

Recommended by
as Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: E. Hood River Inter. - Rowena

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

"OTHER ROADS"

Traffic Coefficient	FC	A.C. Wearing Surface	A.C. Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
NEW WORK MAINLINE	1.0"	2.0"	9.0"	---	22.0"	12.0"
8.0 - 9.0		2.0"	6.0"	4.0"	19.5"	12.0"
7.0 - 8.0		2.0"	5.0"	4.0"	17.5"	11.0"
6.0 - 7.0		2.0"	2.0"	7.0"	15.0"	11.0"
4.8 - 6.0		2.0"	---	9.0"	12.5"	11.0"
Cars Only		2.0"	---	*6.0"	9.0"	8.0"

* The aggregate base has been increased until the Actual Thickness is approximately equal to one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1975

To: Victor D. Wolfe
Location Engineer

SUBJECT: Overlay Design Recommendations
E. Hood River Inter.-Rowena
Columbia River Highway (FAR 1)
Hood River and Wasco Counties

Following is a report on the evaluation of the pavement structural sections from Station 1235+00± to Station 1886+00± of the subject project. Grading and paving were completed under at least eleven separate contracts.

The existing pavement structural sections for the original projects were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract #5589 (1960)	
Asphaltic Concrete	CBE = 1.9"
Aggregate Base	CBE = 1.0"
Contract #3718 (1953)	
Asphaltic Concrete	CBE = 1.9"
Contract #5157 (1958)	
Asphaltic Concrete	CBE = 2.0"
Aggregate Base	CBE = 1.0"
Contract #5200 (1959)	
Asphaltic Concrete	CBE = 1.9"
Aggregate Base	CBE = 1.0"
Contract #3793 (1953)	
Asphaltic Concrete	CBE = 2.0"
Aggregate Base	CBE = 1.0"

Underdesign Method

The results indicated below are the differences in crushed base equivalent credit allowed in the original surfacing designs and the present (1975) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections, A-1 through A-1-n; Laboratory reports and letters, A-2 through A-2-d; and Traffic Analysis sheets, A-3 through A-3-c.

The sections shown below had Selected Subgrade Material, or material with R values higher than the minimum requirement, as part of the structural section. No record of the source location or test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that a portion of the material was obtained from the Columbia River as hydraulic embankment and part from existing roadway cuts. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations. The base material placed in 1953 was considered to have a crushed base equivalency of 1.0". The paved sections utilizing the existing shoulders as base have been considered equivalent in strength to the new work.

Station 1235+00± to Station 1568+50±

WB Station 1246+00± to Station 1568+50±
EB Station 1471+53± to Station 1534+54±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1960-1980)
CBE Requirement	25.5"
Constructed CBE	18.5"
Total underdesign	7.0"
Asphaltic Concrete Overlay Required	3.5"

EB Station 1235+00± to Station 1256+03±
EB Station 1262+24± to Station 1272+72±
EB Station 1330+15± to Station 1336+92±
EB Station 1368+97± to Station 1382+68±
EB Station 1390+15± to Station 1399+07±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1960-1980)
CBE Requirement	25.5"
Constructed CBE	24.5"
Total underdesign	1.0"
Asphaltic Concrete Overlay Required	0.5"

EB Station 1256+03± to Station 1262+24±
EB Station 1272+72± to Station 1307+61±
EB Station 1325+00± to Station 1330+15±
EB Station 1336+92± to Station 1338+45±
EB Station 1356+32± to Station 1368+97±
EB Station 1382+68± to Station 1390+15±
EB Station 1399+07± to Station 1404+18±
EB Station 1421+57± to Station 1442+52±
EB Station 1463+09± to Station 1471+53±
EB Station 1534+54± to Station 1568+50±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1960-1980)
CBE Requirement	25.5"
Constructed CBE	25.5"
Total underdesign	----
Asphaltic Concrete Overlay Required	----

Station 1568+50± to Station 1756+00±

WB Station 1568+50± to Station 1584+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	16.0"
Total underdesign	9.5"
Asphaltic Concrete Overlay Required	4.5"

WB Station 1584+00± to Station 1593+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	22.0"
Total underdesign	3.5"
Asphaltic Concrete Overlay Required	1.75" or 2.0"

WB Station 1593+00± to Station 1756+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	19.0"
Total underdesign	6.5"
Asphaltic Concrete Overlay Required	3.25" or 3.5"

EB Station 1568+50± to Station 1756+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	23.0"
Total underdesign	2.5"
Asphaltic Concrete Overlay Required	1.25" or 1.5"

Station 1756+00± to Station 1886+00±

WB Station 1756+00± to Station 1782+00±
WB Station 1801+50± to Station 1844+00±
EB Station 1782+00± to Station 1801+50±
EB Station 1844+00± to Station 1886+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	18.5"
Total underdesign	7.0"
Asphaltic Concrete Overlay Required	3.5"

WB Station 1782+00± to Station 1801+50±
WB Station 1844+00± to Station 1886+00±
EB Station 1756+00± to Station 1782+00±
EB Station 1801+50± to Station 1844+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	23.0"
Total underdesign	2.5"
Asphaltic Concrete Overlay Required	1.25" or 1.5"

Deflection Method

The overlay thickness required by deflection measurements taken in 1974 are shown below, and summaries of the tests are attached, A-4 through A-4-i.

Station 1235+00± to Station 1568+50±

Average Deflection = 0.016
Evaluated (80%) O.W.T. = 0.020
1975-1980 Traffic Coefficient = 9.5
Six Year E.W.L.
    (Remainder of design period) = 17,603,700
Tolerable Deflection = 0.011
Percent Reduction Required = 45.0
Crushed Base Equivalent Required = 5.5"
Asphaltic Concrete Overlay Required = 2.75" or 3.0"

Station 1568+50± to Station 1756+00±

Average Deflection = 0.015
Evaluated (80%) I.W.T. = 0.019
1975-1978 Traffic Coefficient = 9.0
Four Year E.W.L.
    (Remainder of design period) = 11,095,000
Tolerable Deflection = 0.012
Percent Reduction Required = 36.8
Crushed Base Equivalent Required = 4.0"
Asphaltic Concrete Overlay Required = 2.0"

Station 1756+00± to Station 1886+00±

Average Deflection = 0.016
Evaluated (80%) O.W.T. = 0.021
1975-1978 Traffic Coefficient = 9.0
Four Year E.W.L.
    (Remainder of design period) = 11,095,000
Tolerable Deflection = 0.012
Percent Reduction Required = 42.9
Crushed Base Equivalent Required = 5.5"
Asphaltic Concrete Overlay Required = 2.75" or 3.0"

Condition Survey Method

Six test holes were drilled in the subject section in 1966 and 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test holes and laboratory results is shown as A-5 through A-5-a.

Station 1235+00± to Station 1568+50±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.5 (1975-1980)
CBE Required Thickness = 22.0"
A.C. (Average) = 4.5" x 1.5" = 7.0"
Base (Average) = 21.5" x 0.5" = 11.0"
CBE Deficiency = 4.0"
A.C. Deficiency = 2.0"

Station 1568+50± to Station 1886+00±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.0 (1975-1978)
CBE Required Thickness = 21.0"
A.C. (Average) = 6.5" x 1.5" = 10.0"
Base (Average) = 11.0" x 0.8" = 9.0"
CBE Deficiency = 2.0"
A.C. Deficiency = 1.0"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-6 through A-6-e.

Station 1235+00± to Station 1568+50±

Data:

1960 - Authorization Date
1960 to 1980 - 20 Year Design Period
1960 - Year opened to traffic
1963 - Year pavement reached $P_t = 2.5$ (Obtained through District Engineer and Region 4 Geologist)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1960 traffic data and 18 kip Traffic Analysis Sheets.

1960 - 1963 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 435.0
Total 18 kip Loads (1960-1963) = 476,369

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.47

1960 - 1980 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 654.2
Total 18 kip Loads (1960-1980) = 4,775,434

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.42

SN Required = 3.42
SN Supplied (Opening to 1961) = 2.47
SN To be added = 0.95

CBE Required = 0.95/0.14 = 6.79"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (6.79") = 3.40" say 3.5"

Station 1568+50± to Station 1886+00±

Data:

1958 - Authorization Date
1958 to 1978 - 20 Year Design Period
1959 - Year opened to traffic
1963 - Year pavement reached $P_t = 2.5$ (Obtained through District Engineer and Region 4 Geologist)
100% Trucks in Design Lane
50-50 ADT Split (included on Traffic Analysis Sheet.)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1958 traffic data and 18 kip Traffic Analysis Sheets.

1959 - 1963 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 451.5
Total 18 kip Loads (1959-1963) = 659,262

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.62

1959 - 1978 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 629.8
Total 18 kip Loads (1959-1978) = 4,367,433

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.40

SN Required = 3.40
SN Supplied (Opening to 1963) = 2.62
SN To be added = 0.78

CBE Required = 0.78/0.14 = 5.57"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (5.57") = 2.79" say 3.0"

Recommendations

Our recommendation is to place three inches of asphaltic concrete plus a nominal level course, and a one-inch friction course.

C. J. Gregg

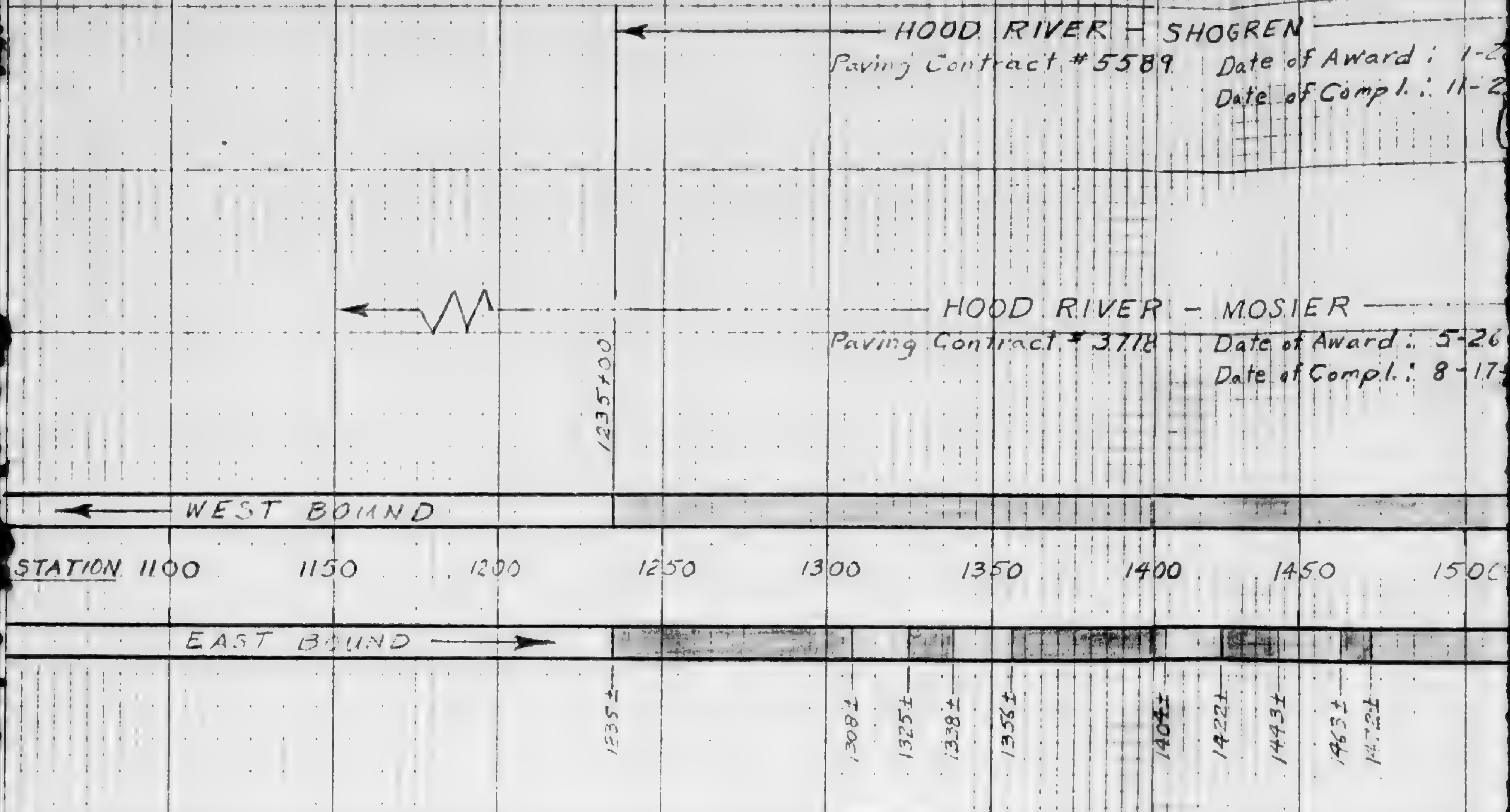
C. J. Gregg
Base Design Engineer

CJG:af

E. Hood River Interchange-Rowena
Columbia River Highway (FAR 1)
Hood River and Wasco Counties

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections (Hood River-Shogren)	A-1, A-1-a, A-1-b, A-1-c, A-1-d, A-1-e A-1-f, A-1-g, A-1-h, and A-1-i
"As Constructed" Typical Sections (West Unit, Shogren-Rowena)	A-1-j, A-1-k, and A-1-l
"As Constructed" Typical Sections (East Unit, Shogren-Rowena)	A-1-m and A-1-n
Laboratory Letters	A-2, A-2-a, A-2-b, A-2-c, and A-2-d
Laboratory Reports (Aggregate)	A-2-e, A-2-f, A-2-g, and A-2-h
Laboratory Reports (Core Tests)	A-2-i, A-2-j, A-2-k, A-2-l, A-2-m, A-2-n, and A-2-o
Laboratory Reports (Mix Designs)	A-2-p, A-2-q, A-2-r, A-2-s, and A-2-t
Traffic Analysis	A-3, A-3-a, A-3-b, and A-3-c
Deflection Measurements	A-4, A-4-a, A-4-b, A-4-c, A-4-d, A-4-e, A-4-f, A-4-g, A-4-h, and A-4-i
Summaries of Test Holes and Laboratory Reports	A-5 and A-5-a
Traffic Analysis for "Williams Method"	A-6, A-6-a, A-6-b, A-6-c, A-6-d, A-6-e



EAST HOOD

COLOR KEY:

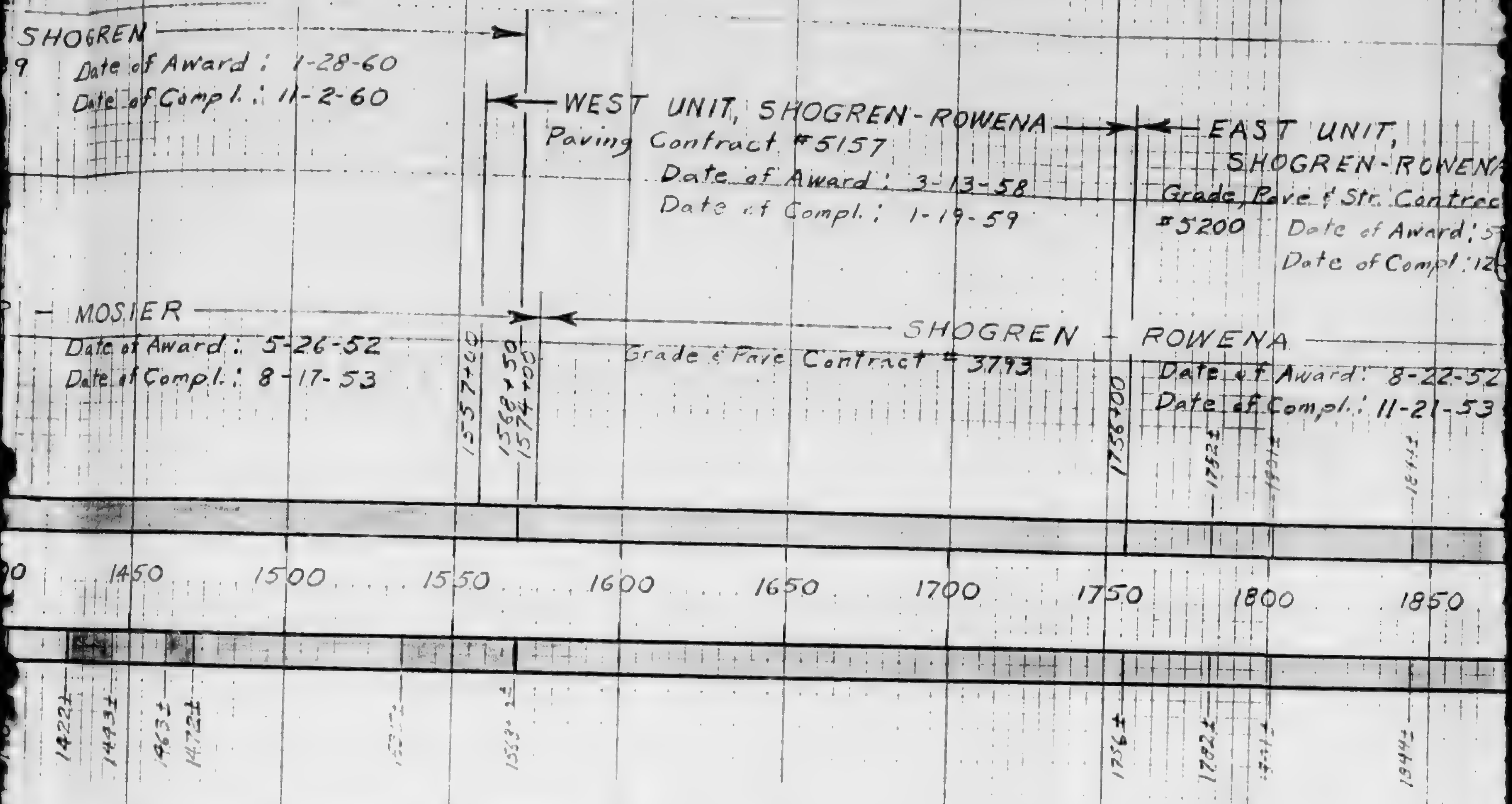
▭ 4.0" A.C. (1960)
2.0" Level
9.0" Base
18.0" S.S.M.

▨ 1.5-2.0" A.C (1960) *
3.5" A.C. (1953)
1.0" Level
2.0" Base
12.0" Rock Topping (1952)

▭ Va

* The following sections have only 1.5" A.C. Overlay in 1960:

From Sta. 1235 ± to Sta. 1256 ±
" " 1262 ± " " 1273 ±
" " 1330 ± " " 1337 ±
" " 1369 ± " " 1383 ±
" " 1390 ± " " 1399 ±



EAST HOOD RIVER INTERCHANGE — ROWENA

2.0" A.C (1960) *
A.C. (1953)
Level
Base
Rock Topping (1952)

sections have
Overlay in 1960:

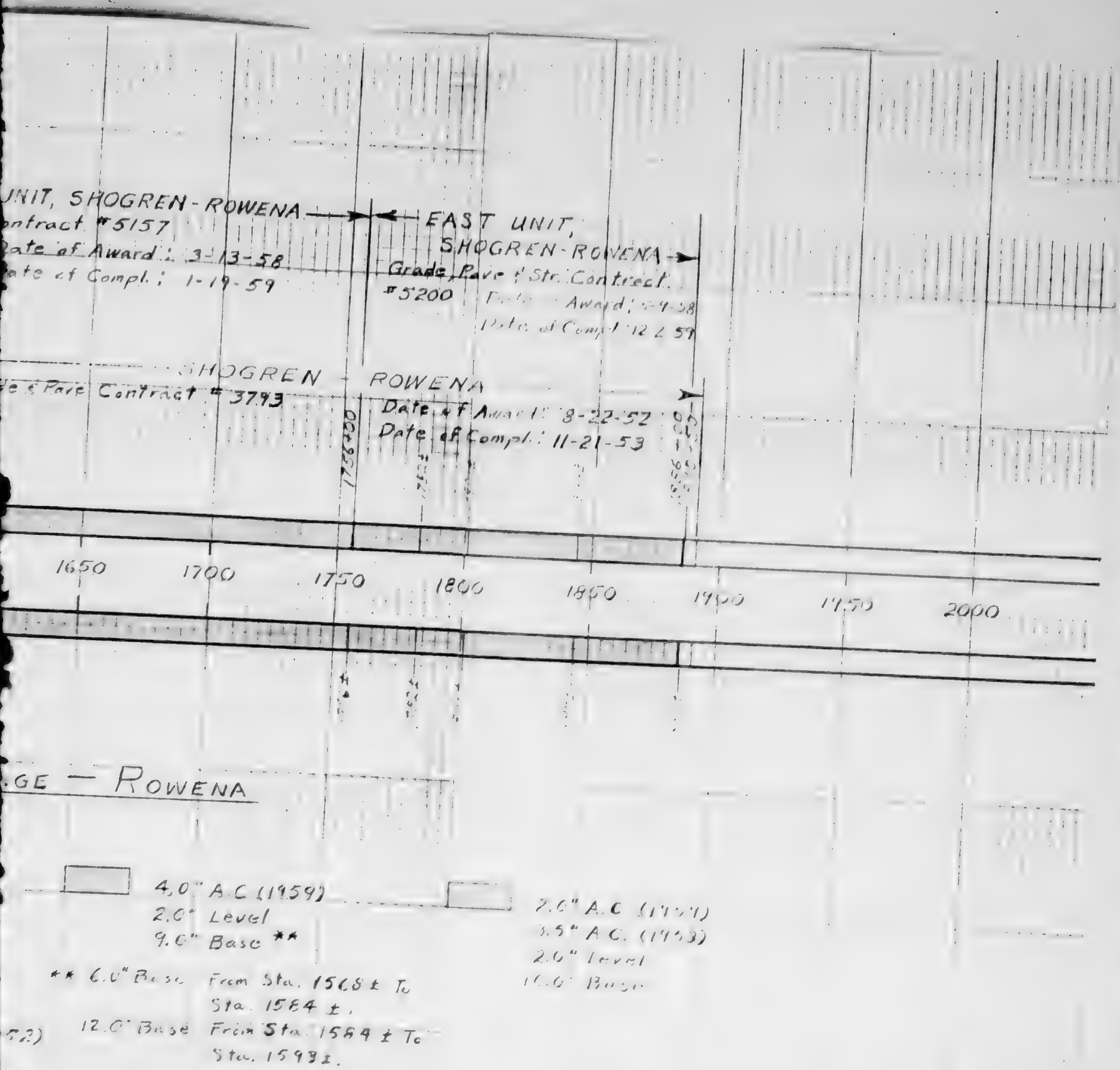
35 ± to Sta. 1256 ±
2 ± " " 1273 ±
0 ± " " 1337 ±
7 ± " " 1383 ±
0 ± " " 1399 ±

▨ 4.0" A.C. (1960)
2.0" Level
Variable Th. Base
3.5" A.C. (1953)
1.0" Level
2.0" Base
12.0" Rock Topping (1952)

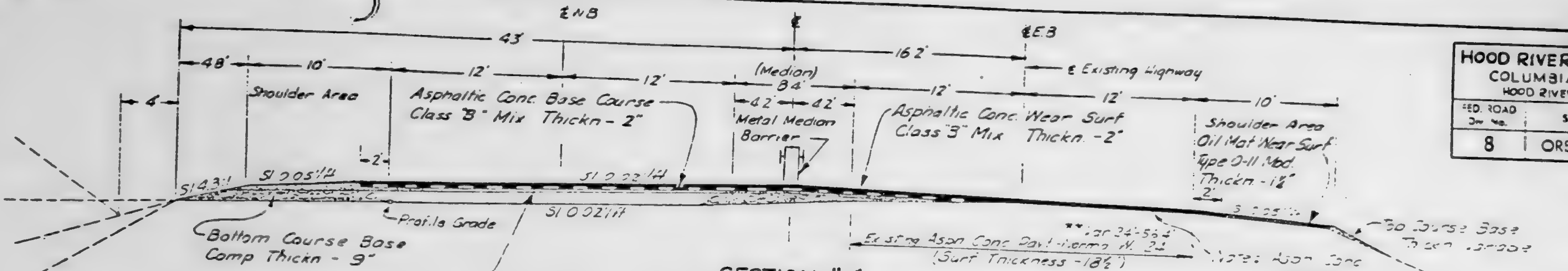
▨ 4.0" A.C (1959)
2.0" Level
9.0" Base **

** 6.0" Base From Sta. 1568 ± To Sta. 1584 ±.
12.0" Base From Sta. 1584 ± To Sta. 1593 ±.

▨ 2.0" A.C.
3.5" A.C.
2.0" Leve
10.0" Bas


UNIT, SHOGREN-ROWENA
ontract #5157
Date of Award: 3-13-58
ate of Compl.: 1-19-59
EAST UNIT,
SHOGREN-ROWENA
Grade, Pave & Str. Contract.
#5200
Date of Award: 5-9-58
Date of Compl. 12-2-59
SHOGREN - ROWENA
e & Pave Contract # 3793
Date of Award: 8-22-52
Date of Compl.: 11-21-53
1756+00
1650
1700
1750
1800
1850
1900
1950
2000
GE — ROWENA
4.0" A.C (1959)
2.0" Level
9.0" Base **
2.0" A.C (1959)
3.5" A.C. (1953)
2.0" Level
10.0" Base
** 6.0" Base From Sta. 1568± To Sta. 1584±.
12.0" Base From Sta. 1584± To Sta. 1593±.
52)

HOOD RIVER-SHO COLUMBIA RIVE HOOD RIVER & WAS	
FED. ROAD DIV. NO.	STATE
8	OREGON



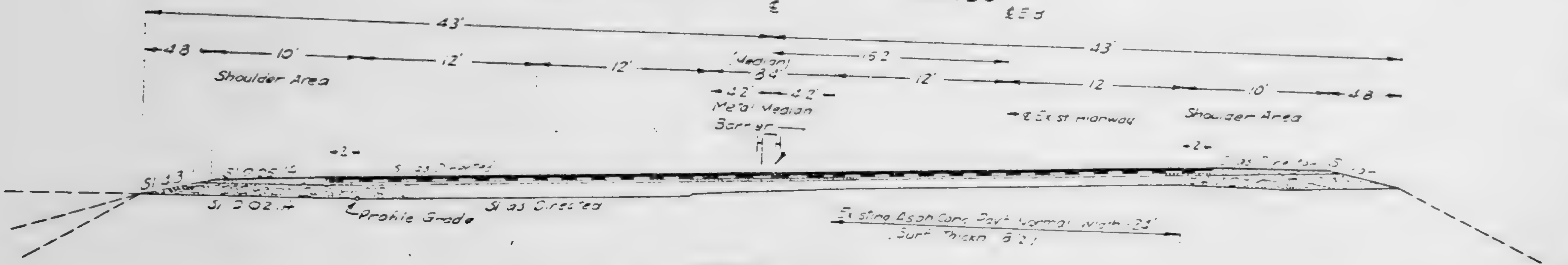
Top Course Base

Comp Thickn. { Under Pavt - 2" (incl Binder Crse)
On Shldrs - 4½" Max
* On Median Area - Variable

* For Method of Feathering See Drg # 2077

SECTION "A"

E.B. STA.	to E.B. STA.
1256+02.65	1262+23.61
1272+71.98	1307+60.91
1324+99.80	1330+15.12
1336+92.45	1338+45.06
1356+31.84	1368+96.85
1382+68.45	1390+14.90
1399+06.57	1404+18.09
1421+57.42	1442+52.00
1463+08.94	1471+52.78
1534+54.32	1557+00
℄ NB 1557+00	1568+50*** ℄ EB



SECTION "B"

E.B. STA	to E.B. STA
1307+60.91	1324+99.80
1338+45.06	1356+31.84
1404+18.09	1421+57.42
1442+52.00	1463+08.94
1351+00	1357+00
1399+70	1428+00

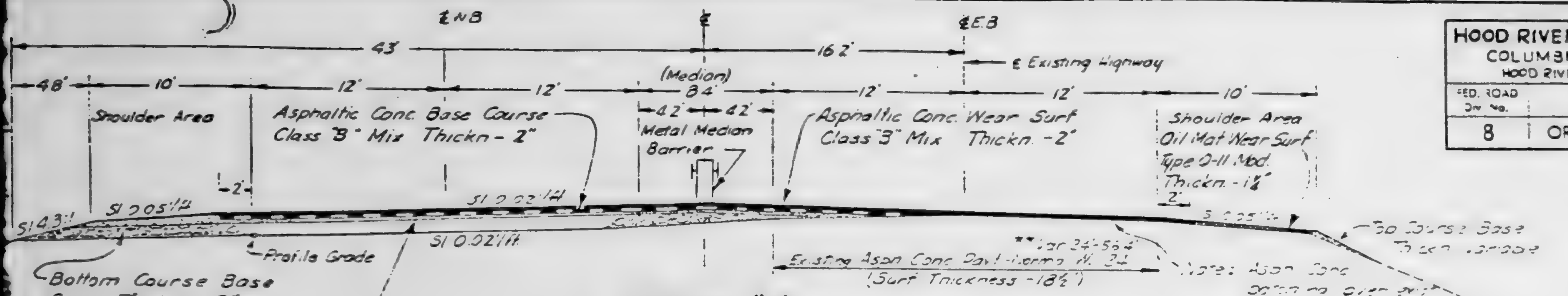
1351+00 – 1357+00, 1399+70 – 1428+00 } 2" Asphalt Mix in Median Strip

See Section "A" for Surfacing Details Not Shown

6V-356

HOOD RIVER-SHOGREN SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(17)61		See Index

6-61 CONTRACT 5533



℄ NB
℄
℄ EB
43'
16.2'
℄ Existing Highway
4.8'
10'
12'
12'
(Median) 8.4'
4.2'
4.2'
12'
12'
10'
Shoulder Area
Asphaltic Conc. Base Course Class "B" Mix Thickn - 2"
Metal Median Barrier
Asphaltic Conc. Wear Surf Class "B" Mix Thickn. - 2"
Shoulder Area Oil Mat Wear Surf Type O-II Mod. Thickn. - 1½"
2'
2'
Sl 4:1
Sl 0.05'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft
Profile Grade
** Var 24'-56'
Existing Asph Conc Pavt - Normal W. 24'
(Surf Thickness - 18½")
Note: Asph Conc
Top Course Base Thickn. Variable

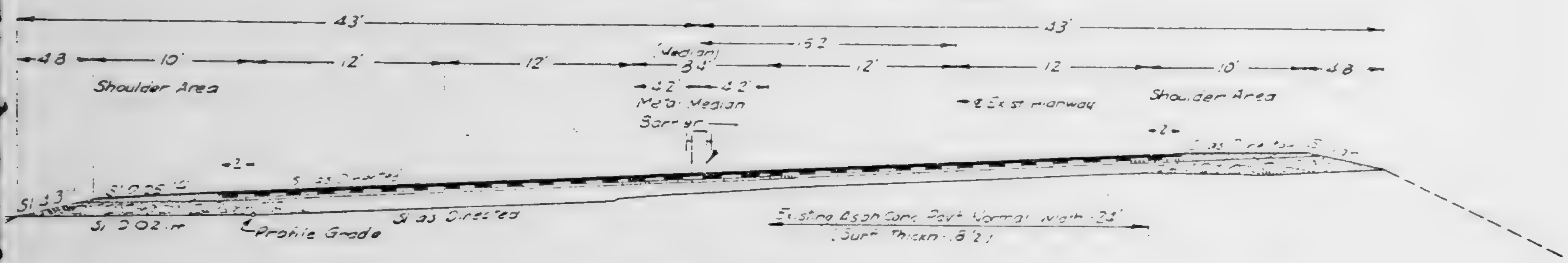
Bottom Course Base
Comp Thickn - 9"

Top Course Base
Comp Thickn. { Under Pavt - 2" (incl Binder Crse) / On Shldrs - 4¾" Max / *On Median Area - Variable

* For Method of Feathering See Drg# 2077

SECTION "A"

E.B. STA.	to	E.B. STA.
1256+0265		1262+2361
1272+71.98		1307+6091
1324+9930		1330+15.12
1336+92.45		1338+4506
1356+31.84		1368+9685
1382+68.45		1390+14.90
1399+0657		1404+18.09
1421+57.42		1442+52.00
1463+08.94		1471+52.78
1534+54.32		1557+00
℄ NB 1557+00		1568+50 ** ℄ EB



SECTION "B"

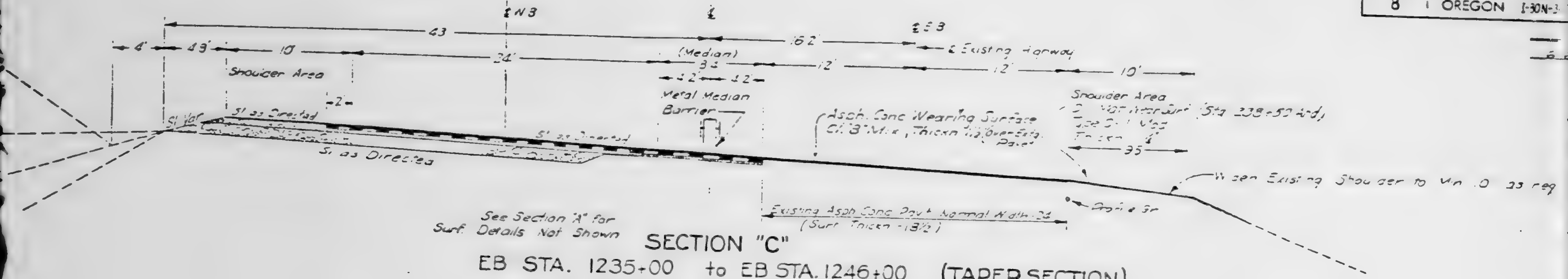
E.B. STA	to	E.B. STA	
1307+6091		1324+99.80	
1338+4506		1356+31.84	
1404+18.09		1421+57.42	
1442+52.00		1463+08.94	
1351+00		1357+00	2" Asphalt Mix in Median Strip
1399+70		1428+00	

See Section "A" for Surfacing Details Not Shown

TYPICAL SECTION (CONT'D)

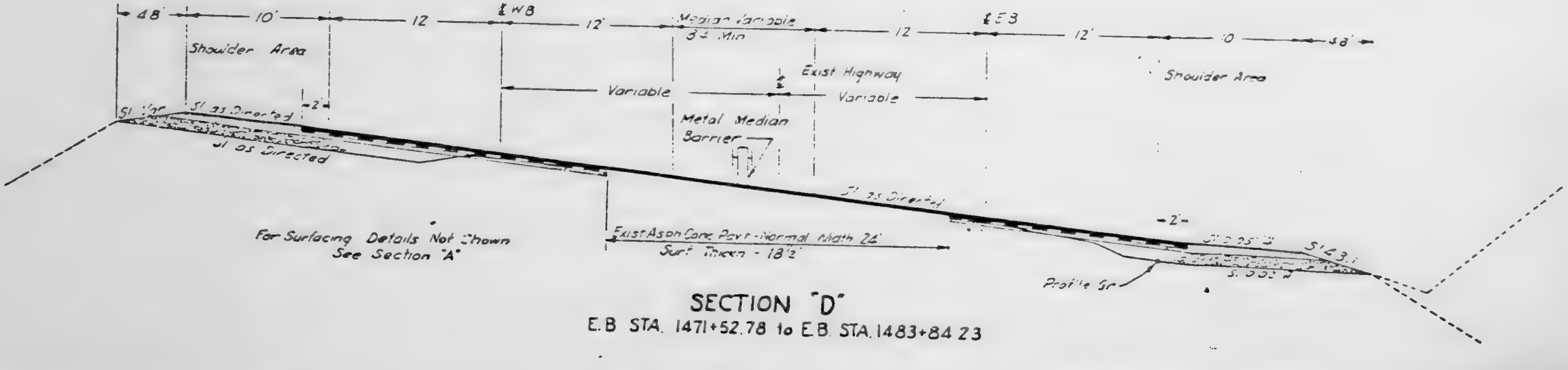
HOOD RIVER-SHOGREN S
COLUMBIA RIVER HIGHW
HOOD RIVER & WASCO COUNT

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
8	OREGON	I-80N-3



SECTION "C"

EB STA. 1235+00 to EB STA. 1246+00 (TAPER SECTION)
1246+00 1256+02.65
1262+23.61 1272+71.90
1330+15.12 1336+92.45
1368+96.85 1382+68.45
1390+14.90 1399+06.57



SECTION "D"

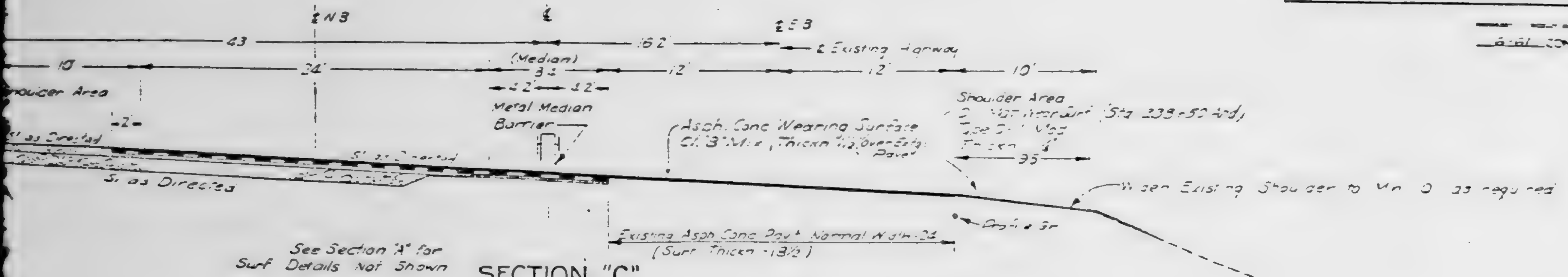
E.B STA. 1471+52.78 to E.B. STA. 1483+84.23

6V-356

TYPICAL SECTION (CONT'D)

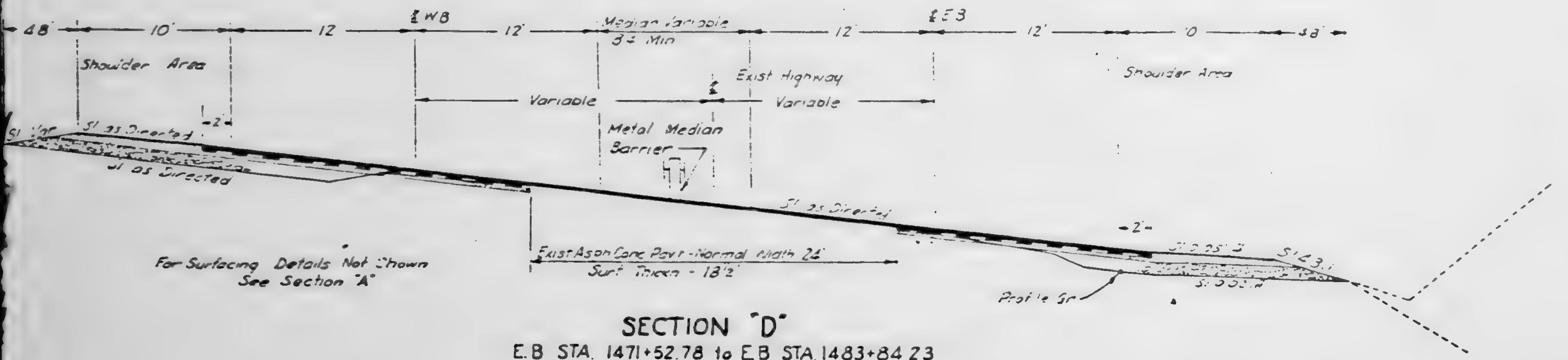
HOOD RIVER-SHOGREN SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(17)61		See index

6-61 CONTRACT 5583



SECTION "C"

EB STA. 1235+00	to	EB STA. 1246+00	(TAPER SECTION)
1246+00		1256+02.65	
1262+23.61		1272+71.90	
1330+15.12		1336+92.45	
1368+96.85		1382+68.45	
1390+14.90		1399+06.57	



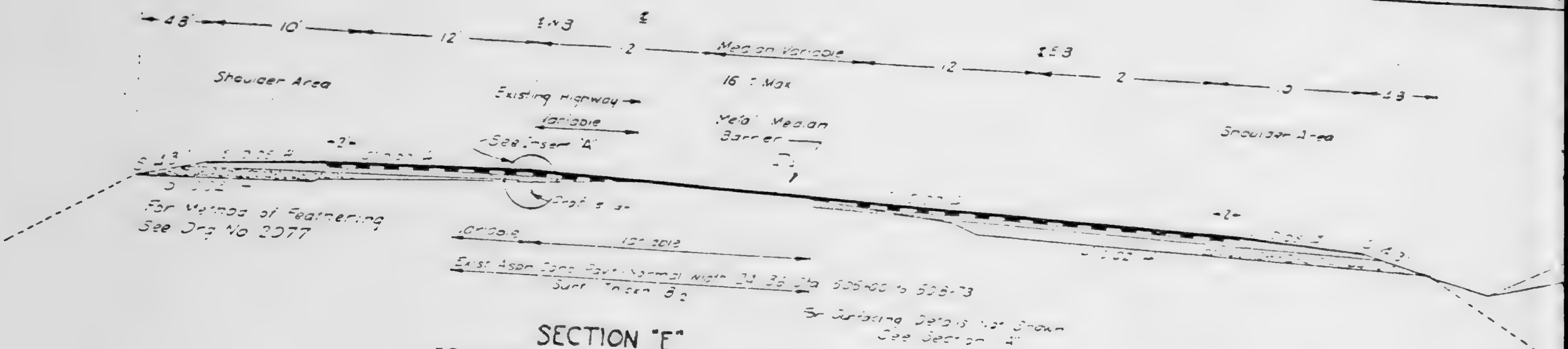
SECTION "D"

E.B STA. 1471+52.78 to E.B STA. 1483+84.23

TYPICAL SECTION (CONT'D.)

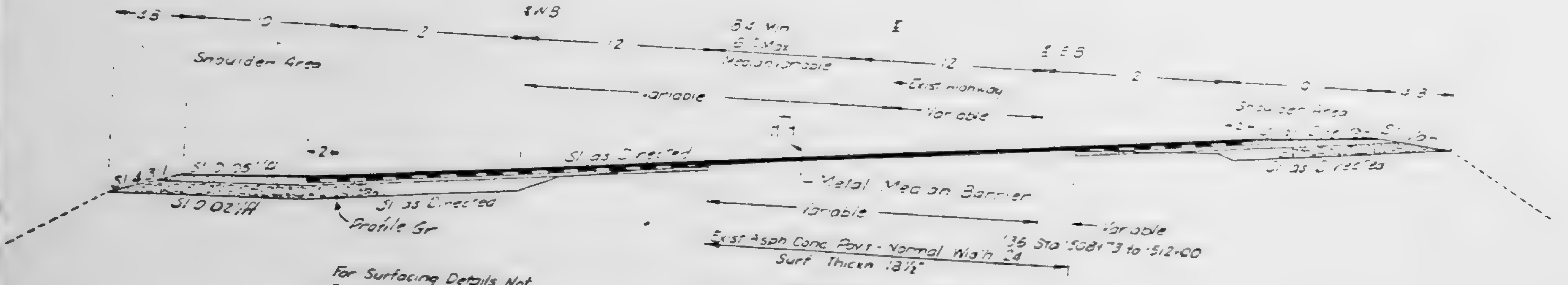
HOOD RIVER-SHOG
COLUMBIA RIVER
HOOD RIVER & WASCO

FED ROAD Div. No.	STATE
8	OREGON



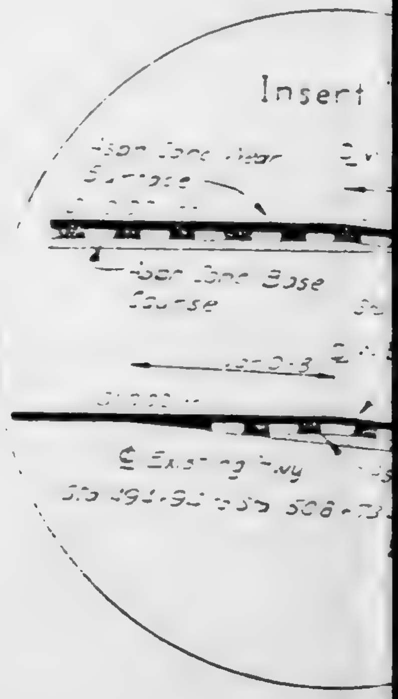
SECTION "E"

E.B. STA. 1483+84.23 to E.B. STA. 1508+73.47



SECTION "F"

E.B. STA. 1508+73.47 to E.B. STA. 1534+54.32



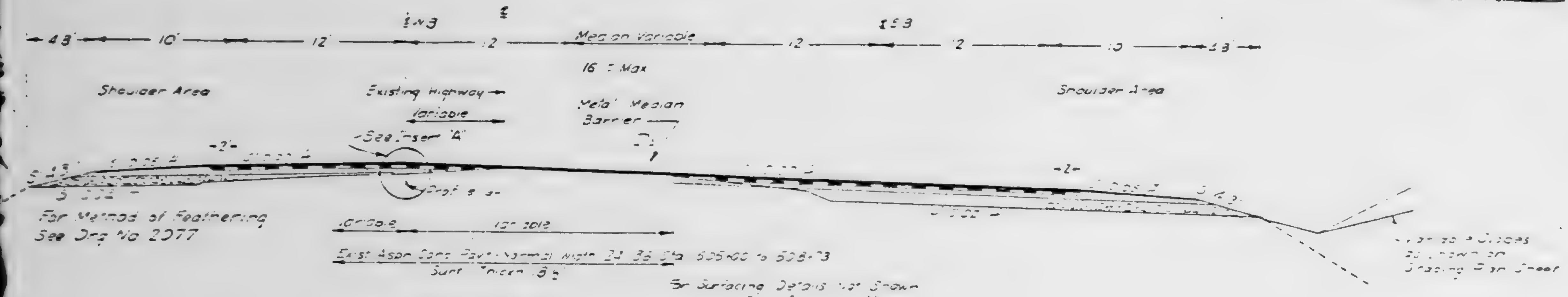
A-1-b

TYPICAL SECTION (CONT'D)

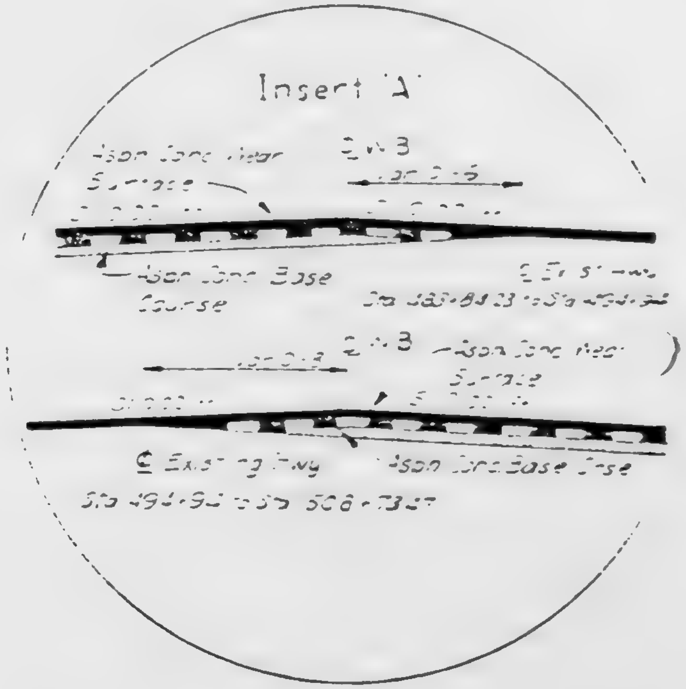
6V-356

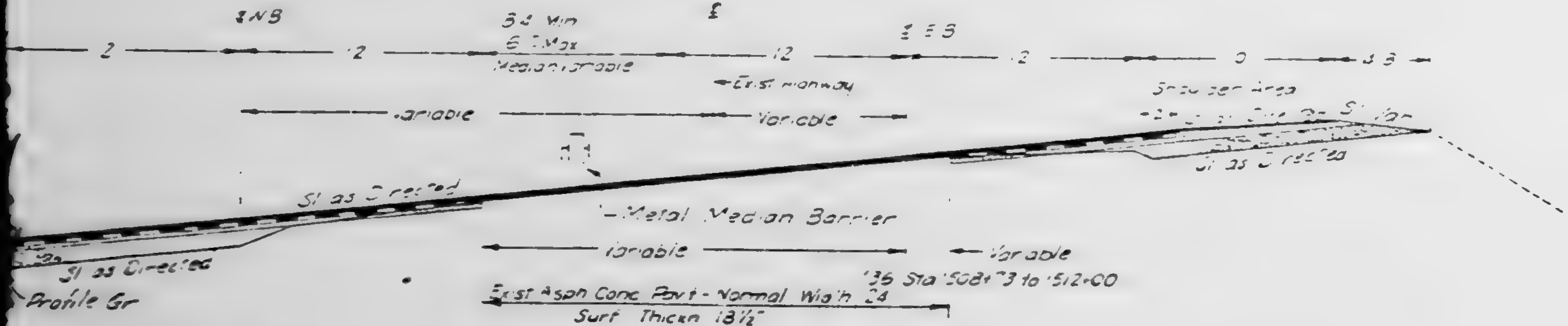
HOOD RIVER-SHOGREN SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2
FED. ROAD Dw No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(17)61		See Index

CONTRACT 5533



SECTION "E"
E.B STA 1483+84.23 to E.B STA 1508+73.47





SECTION "F"
E.B. STA. 1508+73.47 to E.B. STA. 1534+54.32

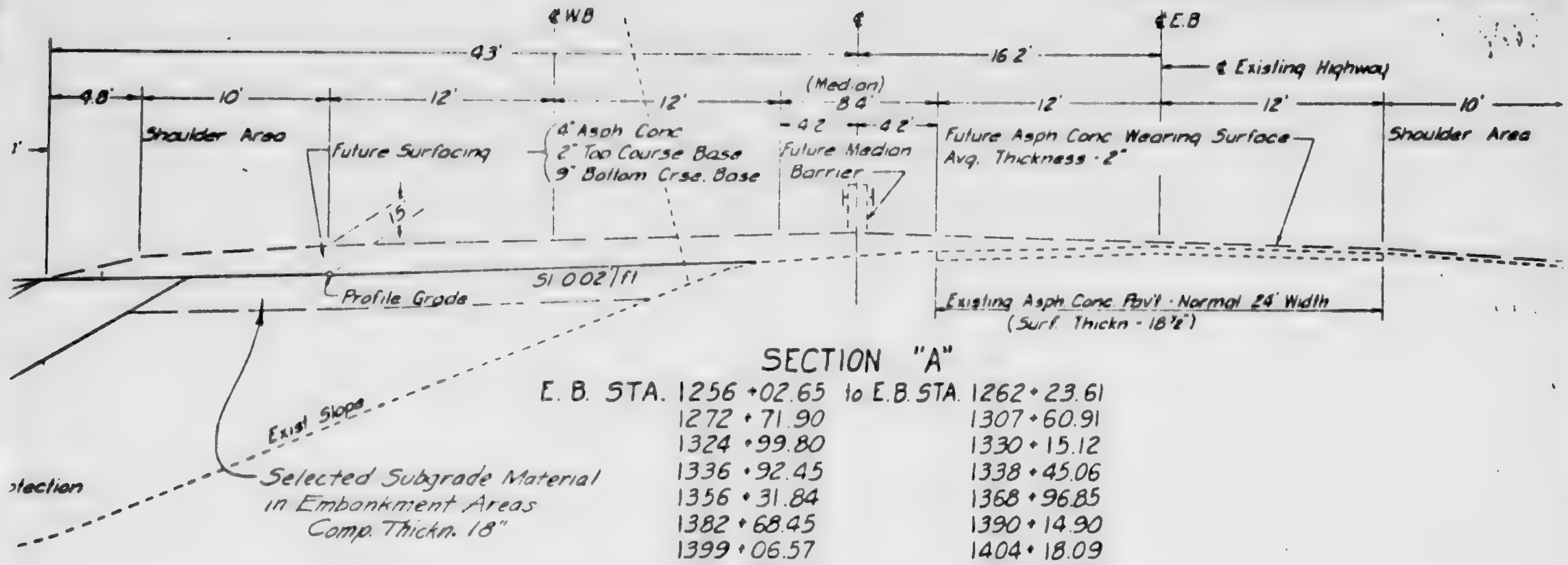
CV-X28

HOOD RIVER-SHOGREN SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER & WASCO COUNTIES

FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2A TOTAL SHEETS
8	OREGON	I80N-X9(61)		See Index

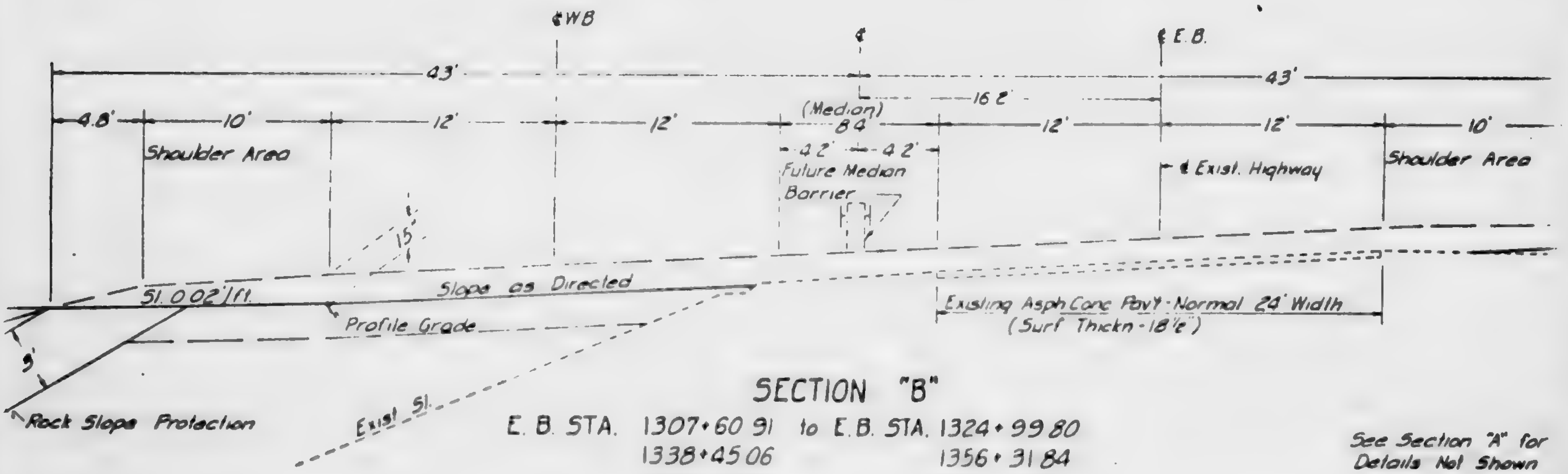
Revised 12-19-58 Subgrade Slopes
Revised 12-23-58 Select. Subgr. Mat'l. Added
Revised 1-7-59 Added Cut Slope Notes

[illegible]
9-27-60 CONTRACT 5413



SECTION "A"

E. B. STA.	to E. B. STA.
1256 + 02.65	1262 + 23.61
1272 + 71.90	1307 + 60.91
1324 + 99.80	1330 + 15.12
1336 + 92.45	1338 + 45.06
1356 + 31.84	1368 + 96.85
1382 + 68.45	1390 + 14.90
1399 + 06.57	1404 + 18.09
1421 + 57.42	1442 + 52.00
1463 + 08.94	1471 + 52.78
1534 + 54.32	1557 + 00



SECTION "B"

E. B. STA.	to E. B. STA.
1307 + 60.91	1324 + 99.80
1338 + 45.06	1356 + 31.84
1404 + 18.09	1421 + 57.42
1442 + 52.00	1463 + 08.94

See Section "A" for Details Not Shown

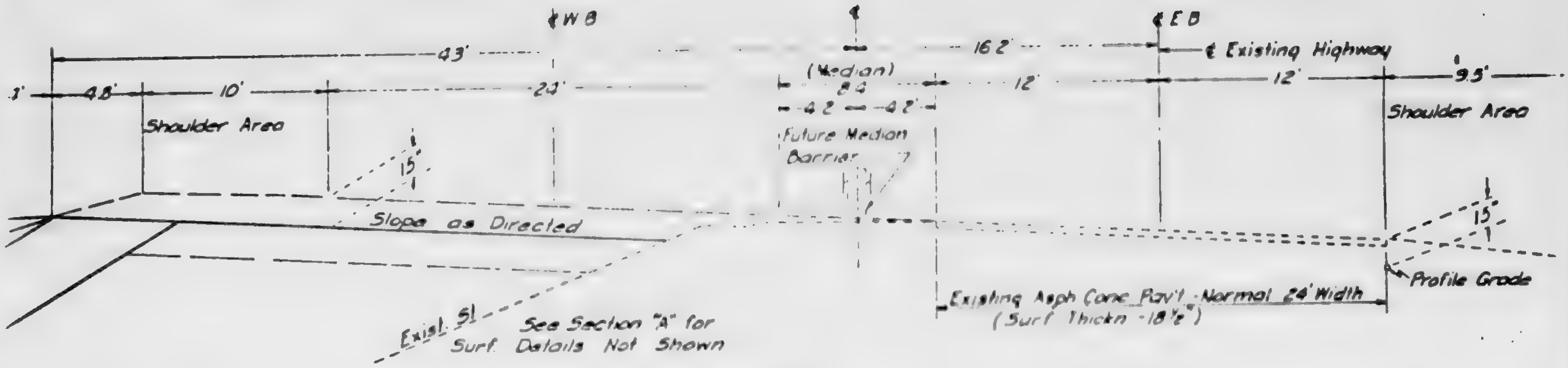
A-1-c

[illegible]

OOD RIVER-SHOGREN SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2A
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I80N-X(9)61		See Index

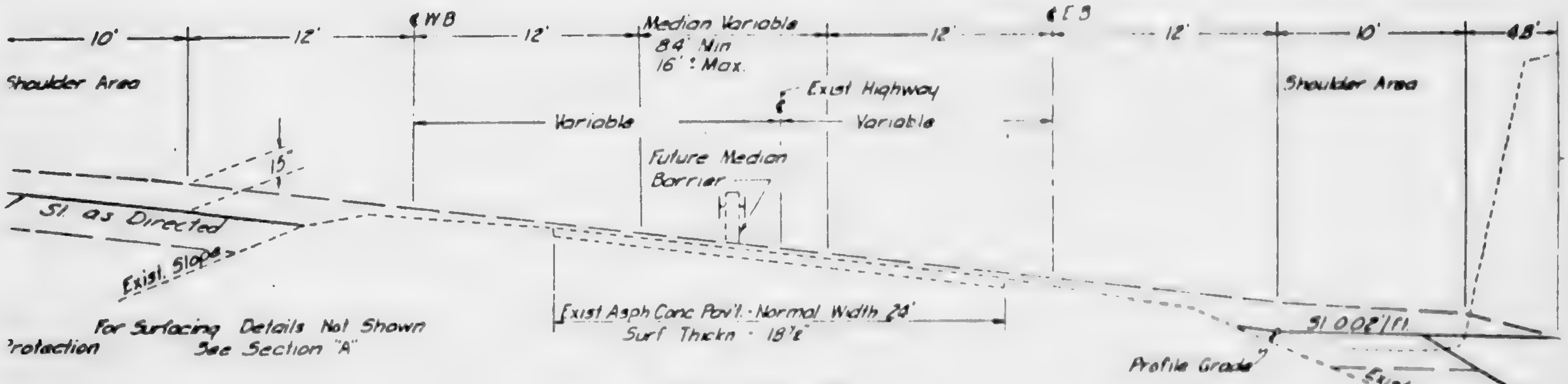
Revised 12-19-58 Subgrade Slopes
Revised 12-23-58 Select. Subgr. Mat'l. Added
Revised 1-7-59 Added Cut Slope Notes

REVISED AS CONSTRUCTED
9-27-60 CONTRACT 5413



SECTION "C"

E.B. STA. 1235+00 to E.B. STA. 1256+02.65
1262+23.61 1272+71.90
1330+15.12 1336+92.45
1368+96.85 1382+68.45
1390+14.90 1399+06.57



SECTION "D"

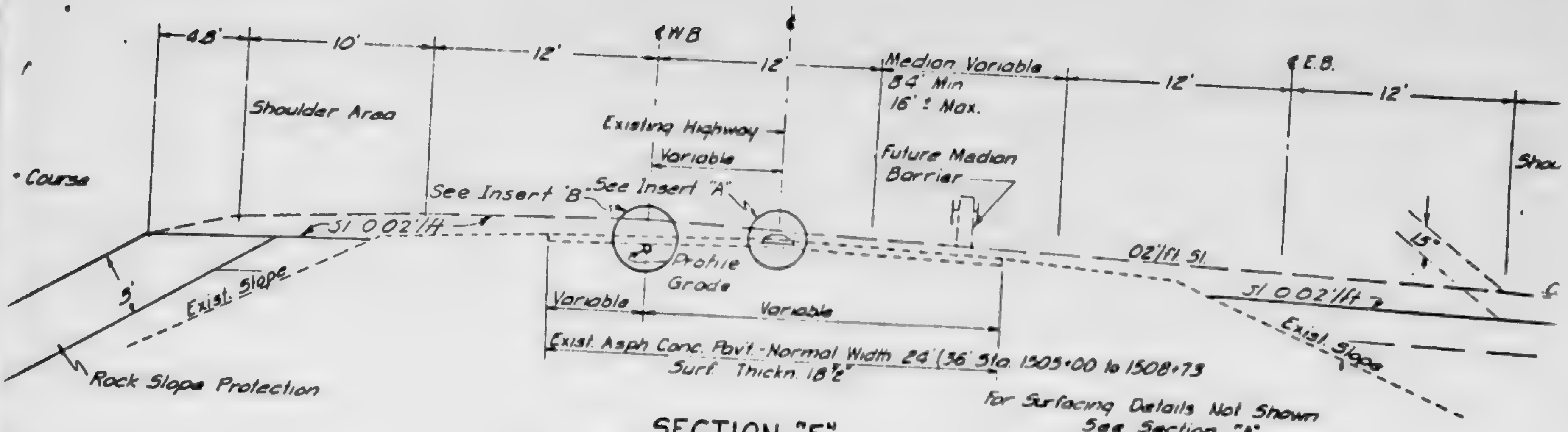
E.B. STA. 1471+52.78 to E.B. STA. 1483+84.23

6V-228

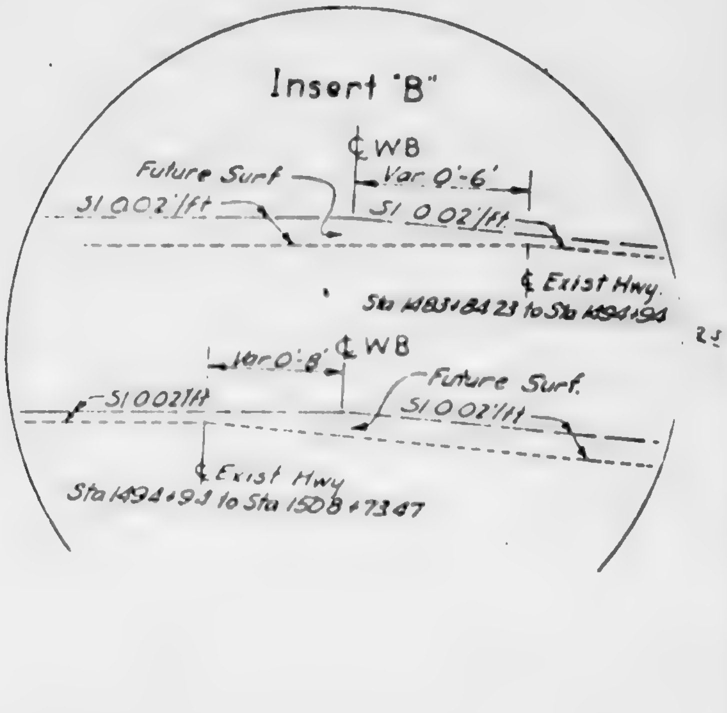
HOOD RIVER-SHOGREN SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2A
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-1(9)61		See Index

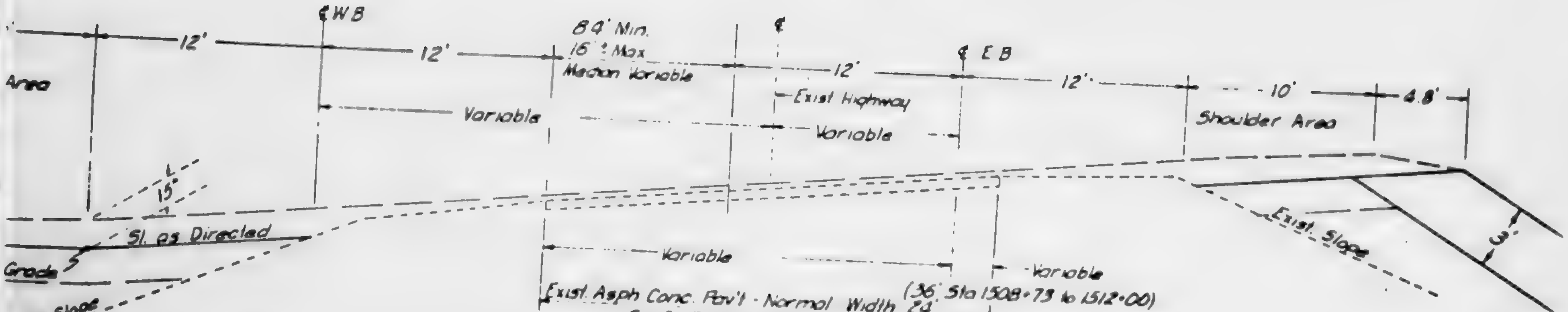
Revised 12-19-58 Subgrade Slopes
Revised 12-23-58 Select. Subgr. Mat'l. Added
Revised 1-7-59 Added Cut Slope Notes

[illegible]
9-27-60 CONTRACT 5413



SECTION "E"
E.B. STA. 1483+84.23 to E.B. STA. 1508+73.47



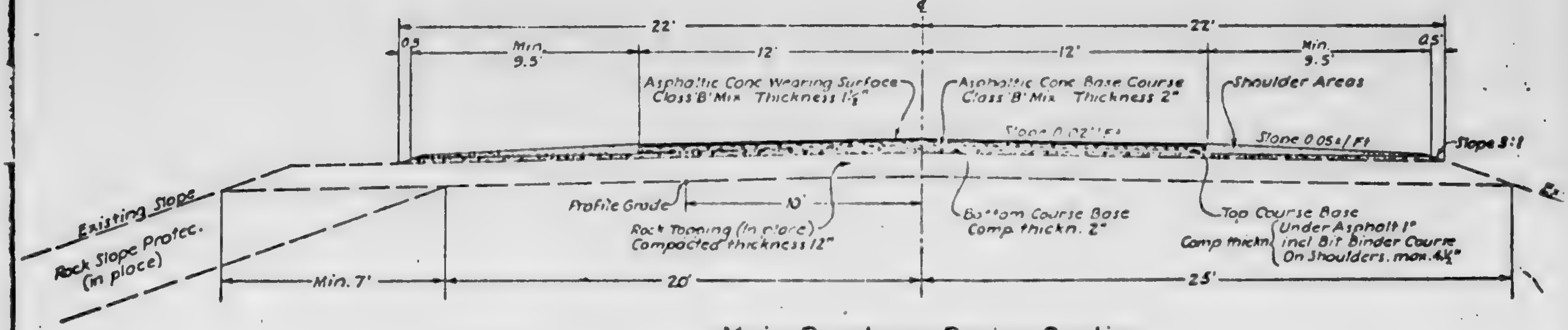


SECTION "F"
E B STA 1508+73.47 to E B STA 1534+54.32

A-1-e

'OOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY WASCO & HOOD RIVER COUNTIES				SHEET No. 2A
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-35(8)		See Index

BF1-174(17)



℄
22'
22'
0.5'
Min. 9.5'
12'
12'
Min. 9.5'
0.5'
Asphaltic Conc Wearing Surface Class 'B' Mix Thickness 1½"
Asphaltic Conc Base Course Class 'B' Mix Thickness 2"
Shoulder Areas
Slope 0.02'/Ft
Slope 0.05'/Ft
Slope 3:1
Existing Slope
Rock Slope Protec. (in place)
Profile Grade
10'
Rock Topping (in place) Compacted thickness 12"
Bottom Course Base Comp thickn. 2"
Top Course Base
Comp thickn. Under Asphalt 1" incl Bit Binder Course On Shoulders, max. 4½"
Min. 7'
20'
25'

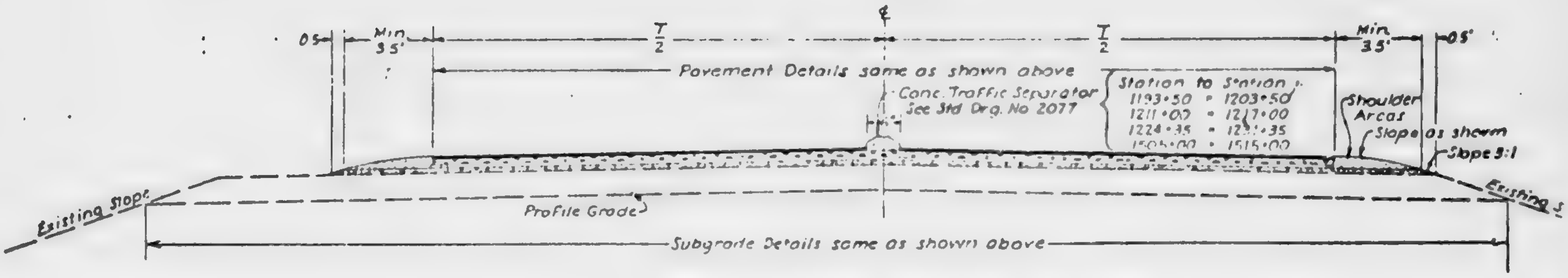
Main Roadway Paving Section

[illegible]
[illegible] 1170 [illegible]

Station	to	Station
1173+00	"	1191+50
1204+50	"	1209+00
1219+00	"	1222+45
1234+25	"	1503+00
1520+00	"	1574+00

Taper Sections

Station	to	Station	
1191+50	"	1193+50	Lt. & Rt.
1200+80	"	1202+50	Left
1202+50	"	1204+50	Lt. & Rt.
1209	"	1211	" " "
1217	"	1219	" " "
1222+45	"	1224+35	" " "
1231+25	"	1234+25	" " "
1503	"	1505	" " "
1515	"	1520	" " "



Main Roadway Widening Section with Traffic Separator

	Station	to	Station		
Pavement Widening	1193+50	"	1197+00	Left	T/2 = 18'
	1193+50	"	1202+50	Right	
	1211+00	"	1217+00	Lt. & Rt.	
	1224+35	"	1227+50	" " "	
	1505+00	"	1511+75	Right	
	1505+00	"	1515+00	Left	
Speed Change Lanes	1197+00	"	1200+80	Left	T/2 = 28'
	1227+50	"	1231+25	Lt. & Rt.	
	1511+75	"	1515+00	Right	

For Plan & Profile, Sta. 1173+00 to Sta. 1205+C4.S2, See Project F1-174(11)

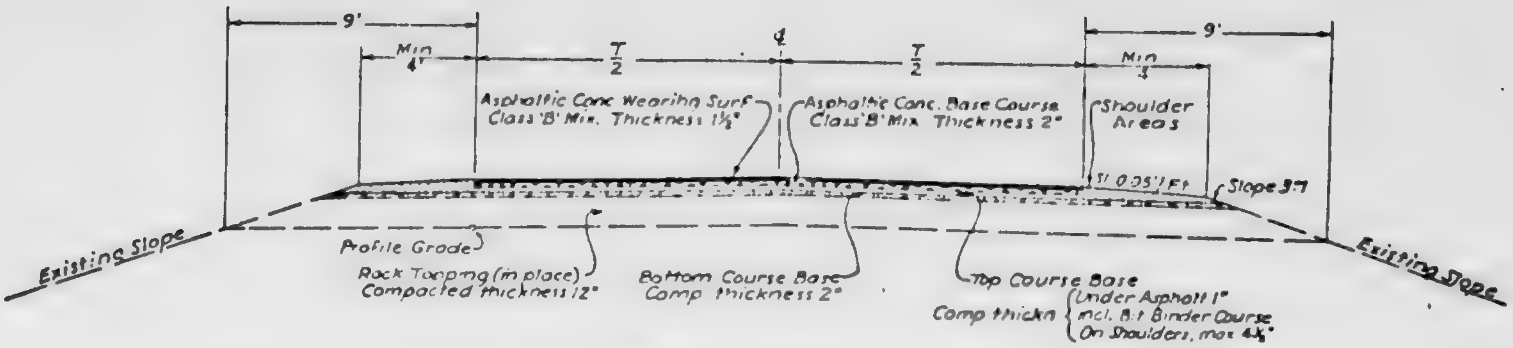
For Plan & Profile, Sta. 1208+73.07 to Sta. 1574+00, See Project F1-35(4)

A-1-f

AL SECTIONS

OOD RIVER – MOSIER SECTION COLUMBIA RIVER HIGHWAY WASCO & HOOD RIVER COUNTIES				SHEET No. 2A
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-35(8)		See Index

BF1-174(17)

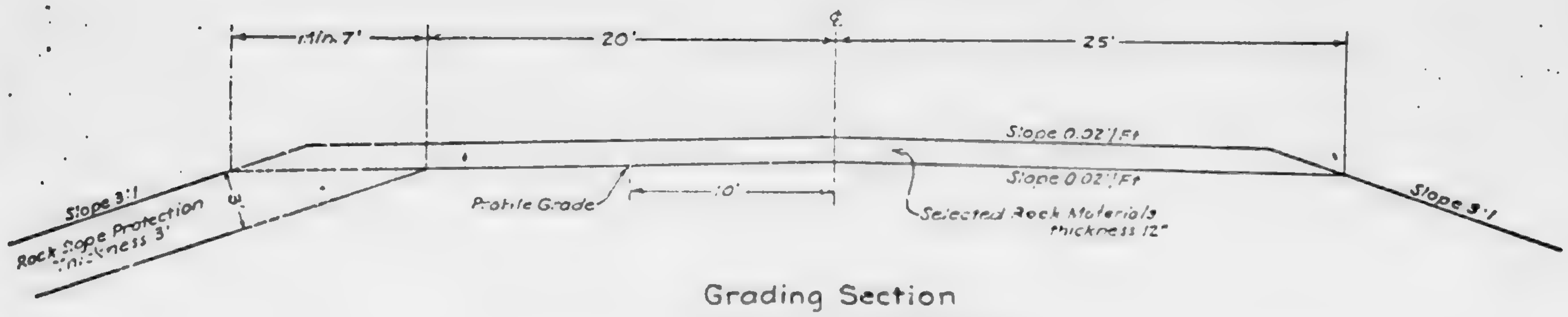


9'
Min 4'
T/2
℄
T/2
Min 4'
9'
Asphaltic Conc. Wearing Surf. Class 'B' Mix. Thickness 1½"
Asphaltic Conc. Base Course Class 'B' Mix. Thickness 2"
Shoulder Areas
1/ 0.05'/Ft
Slope 3:1
Existing Slope
Profile Grade
Rock Topping (in place) Compacted thickness 12"
Bottom Course Base Comp. thickness 2"
Top Course Base
Comp. thickn. { Under Asphalt 1" incl. Bit Binder Course On Shoulders, max 4½"
Existing Slope

Paving Section for Connections

	Connection Designation	T
Interstate Br. Connec.	A	26'
	B	24'
	C	22'
	E	20'-26'
	G	26'

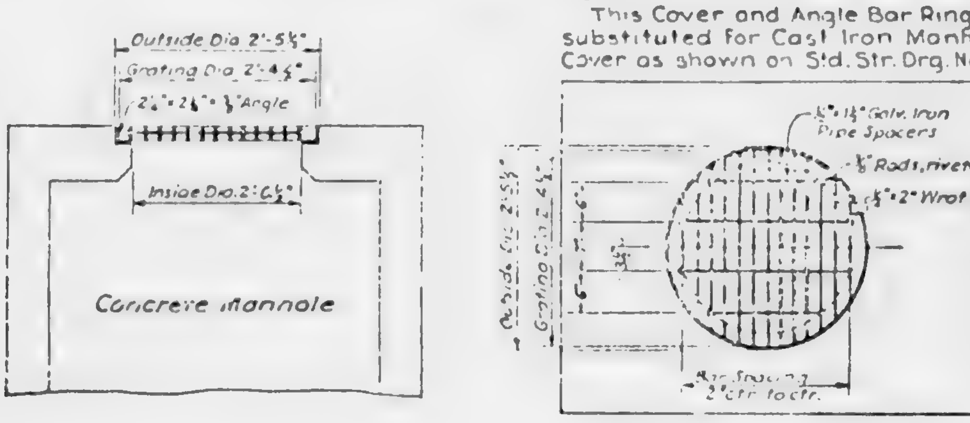
	Connection Designation	T
Mosier Connec.	H	24
	J	20
	K	20
Second St. Connec.	R	20'
	S	26'
	To Mole	20'



Grading Section

Sta. 1204+90 to Sta. 1205+04.9
Sta. 1208+73.1 to Sta. 1212+50

NOTE:
This Cover and Angle Bar Ring to be substituted for Cast Iron Manhole Cover as shown on Std. Str. Drg. No 2050.



Section

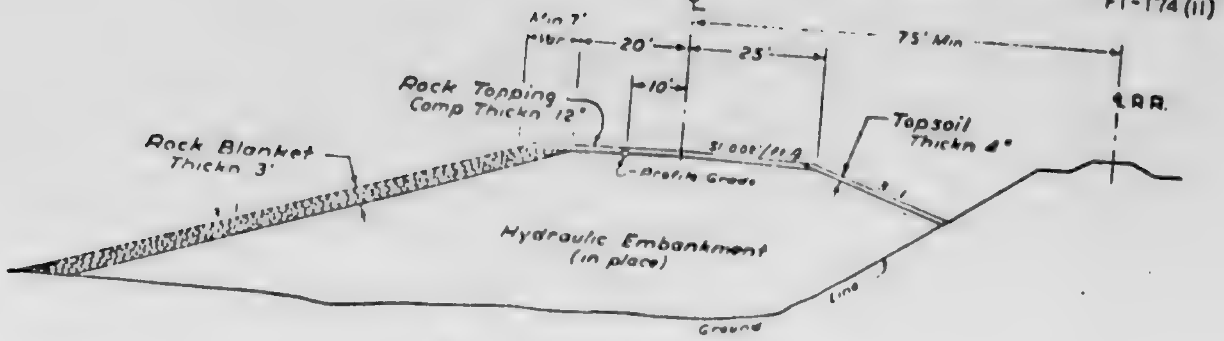
Plan

Detail of Grating Cover for Manhole

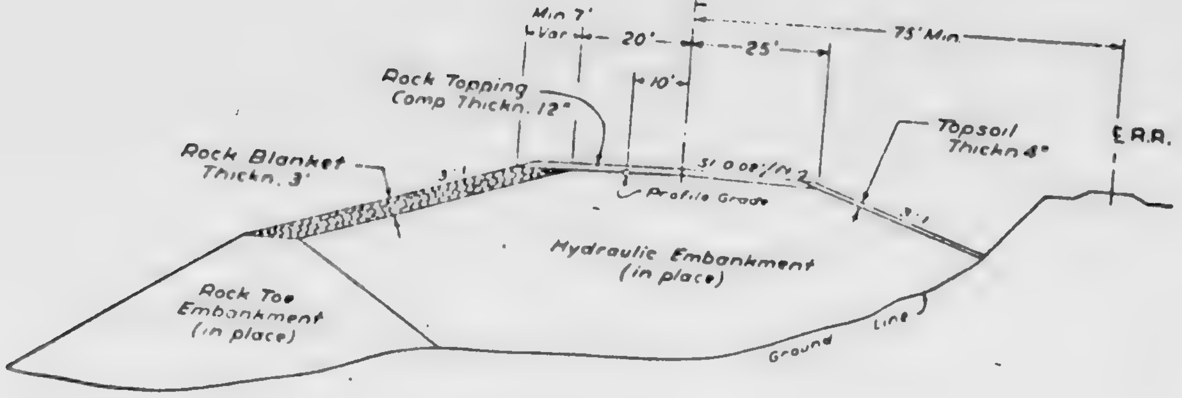
A-1-g

HOOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2 A
FED ROAD Dn No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F1-35(4)		See Index

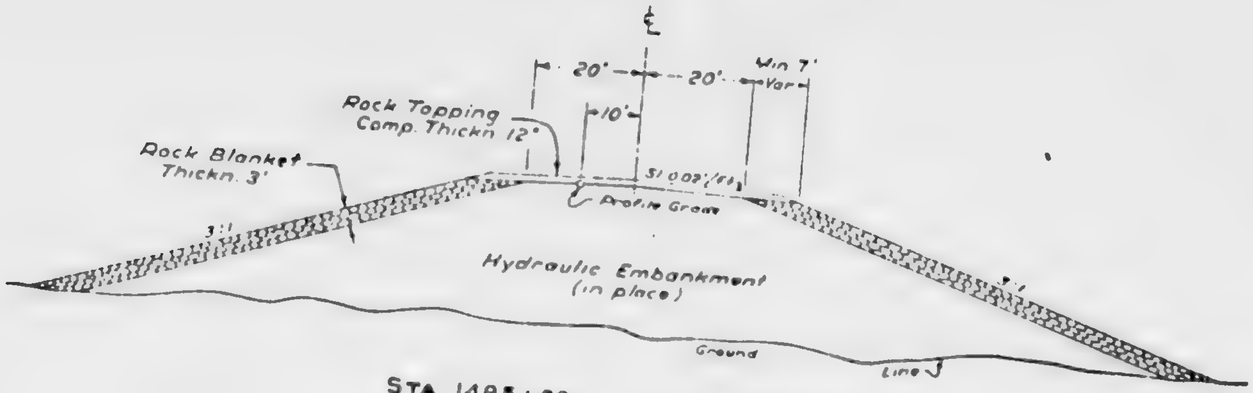
F1-174 (11)



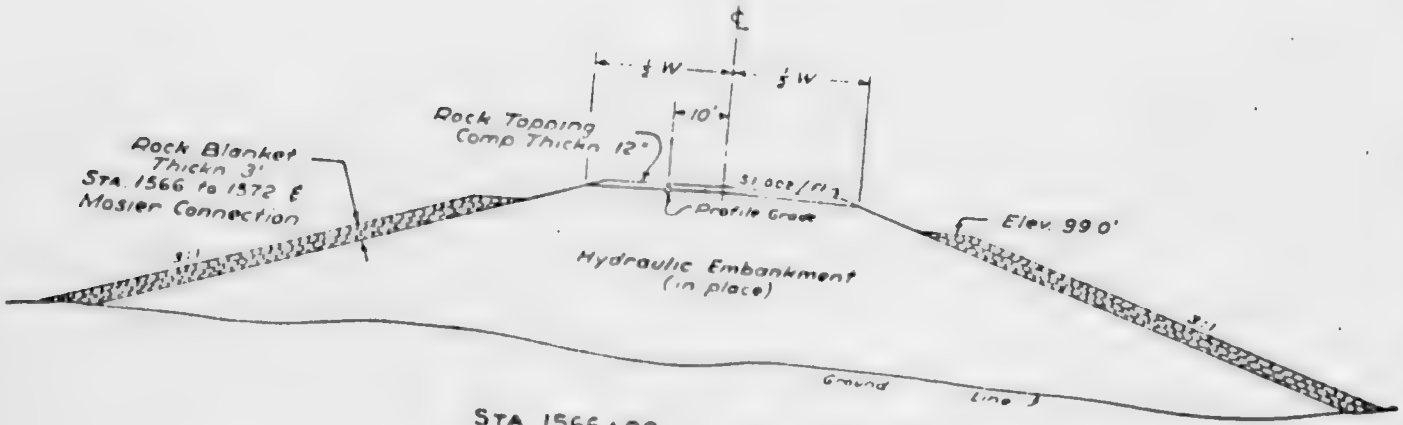
STA. 1173+00 - STA. 1204+90
1212+50 - 1283+00
1288+00 - 1390+00



STA. 1397+00 - STA. 1426+30
1445+00 - 1485+00

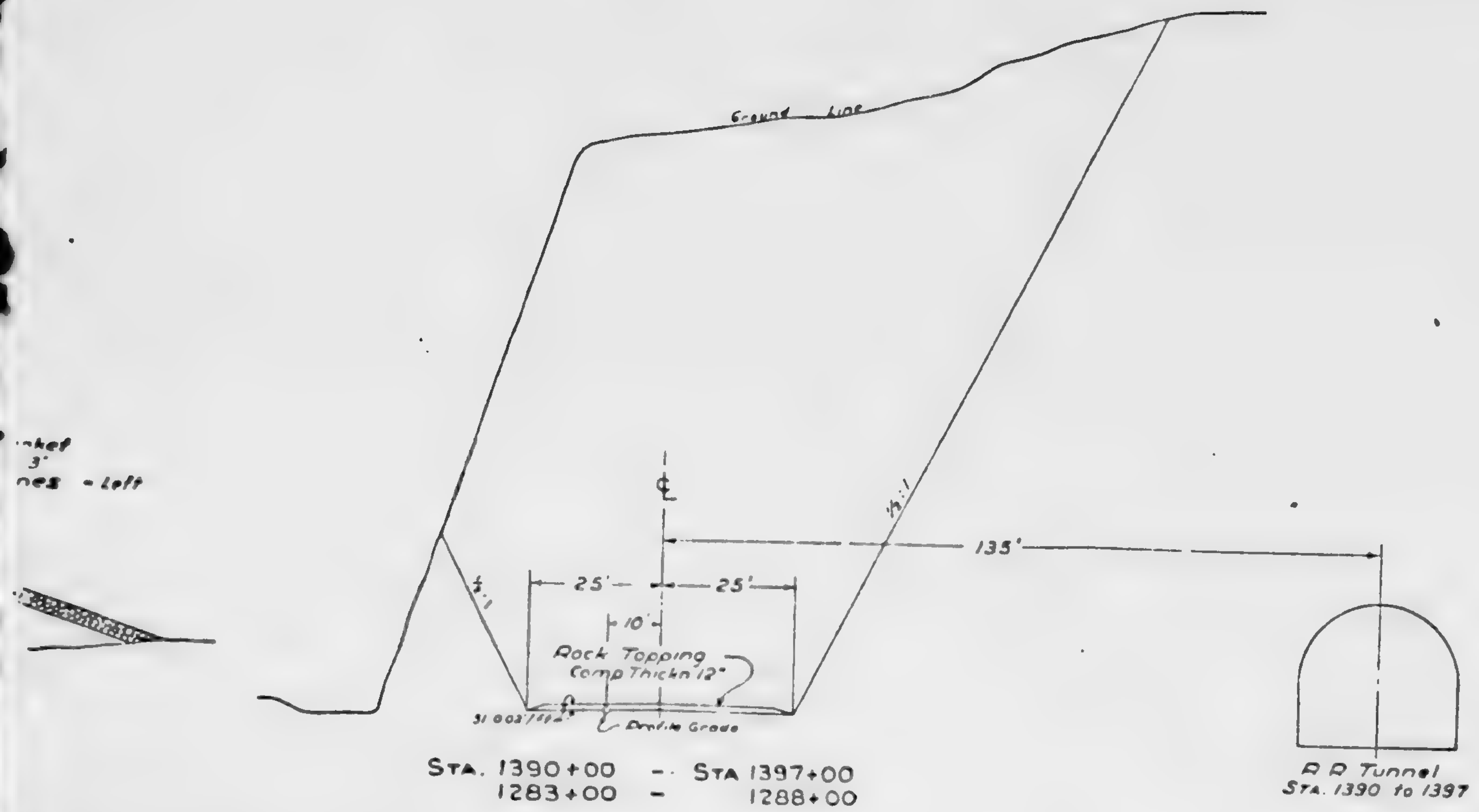


STA. 1485+00 - STA. 1566+00



STA. 1566+00 - STA 1574+00 W = 50'
MOSIER CONNECTION (1505+78.70) W = 30'

HOOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER & WASCO COUNTIES				SHEET No. 2 A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F1-35(4) F1-174(11)		See Index



Sta. 1390+00 - Sta 1397+00
1283+00 - 1288+00

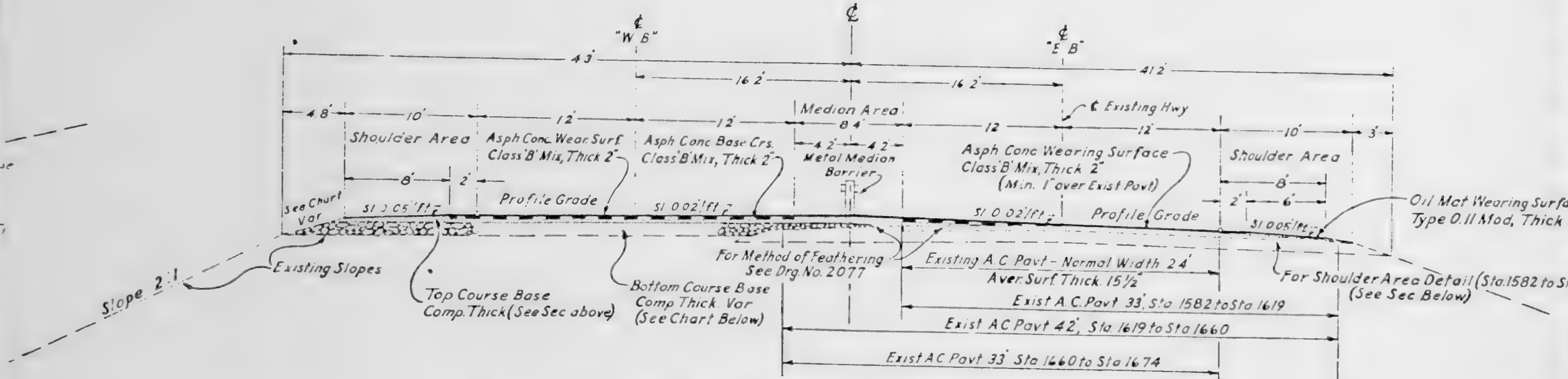
A-1-i

TYPICAL SECTIONS

WEST
SHOGREN-RO
COLUMBIA R
WASCO

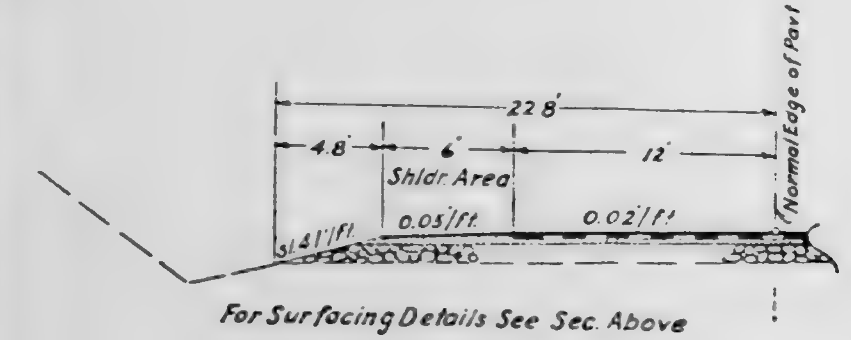
FED ROAD Div No	STATE
8	OREGON

8-59


¢ "W B"
¢
¢ "E B"
43'
41.2'
16.2'
16.2'
4.8'
10'
12'
12'
Median Area
8.4'
4.2'
4.2'
12
12'
10'
3'
¢ Existing Hwy
Shoulder Area
Asph Conc Wear. Surf. Class 'B' Mix, Thick 2"
Asph Conc Base Crs. Class 'B' Mix, Thick 2"
Metal Median Barrier
Asph Conc Wearing Surface Class 'B' Mix, Thick 2" (Min. 1" over Exist Pavt)
Shoulder Area
8'
2'
8'
2'
6'
See Chart Var
Sl 0.05'/ft
Profile Grade
Sl 0.02'/ft
Sl 0.02'/ft
Profile Grade
Sl 0.05'/ft
Oil Mat Wearing Surface Type 0.11 Mod, Thick 1
Slope 2:1
Existing Slopes
Top Course Base Comp. Thick (See Sec above)
Bottom Course Base Comp. Thick Var (See Chart Below)
For Method of Feathering See Drg. No. 2077
Existing A.C. Pavt - Normal Width 24' Aver. Surf. Thick 1½"
For Shoulder Area Detail (Sta.1582 to Sta
(See Sec Below)
Exist A.C. Pavt 33', Sta 1582 to Sta 1619
Exist AC Pavt 42', Sta 1619 to Sta 1660
Exist AC Pavt 33' Sta 1660 to Sta 1674

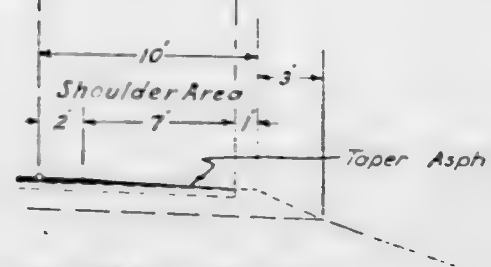
Station	Base Thick	Slope
1580 to 1584	6"	5.6:1
1584 to 1593	12"	3.5:1
1593 to 1756	9"	4.3:1

STA. 1580+00 to STA. 1756+00 (Paving Only)



For Surfacing Details See Sec. Above

SPEED CHANGE LANE
See Plans for Location



STA. 1582 to STA. 1660
Rt. only

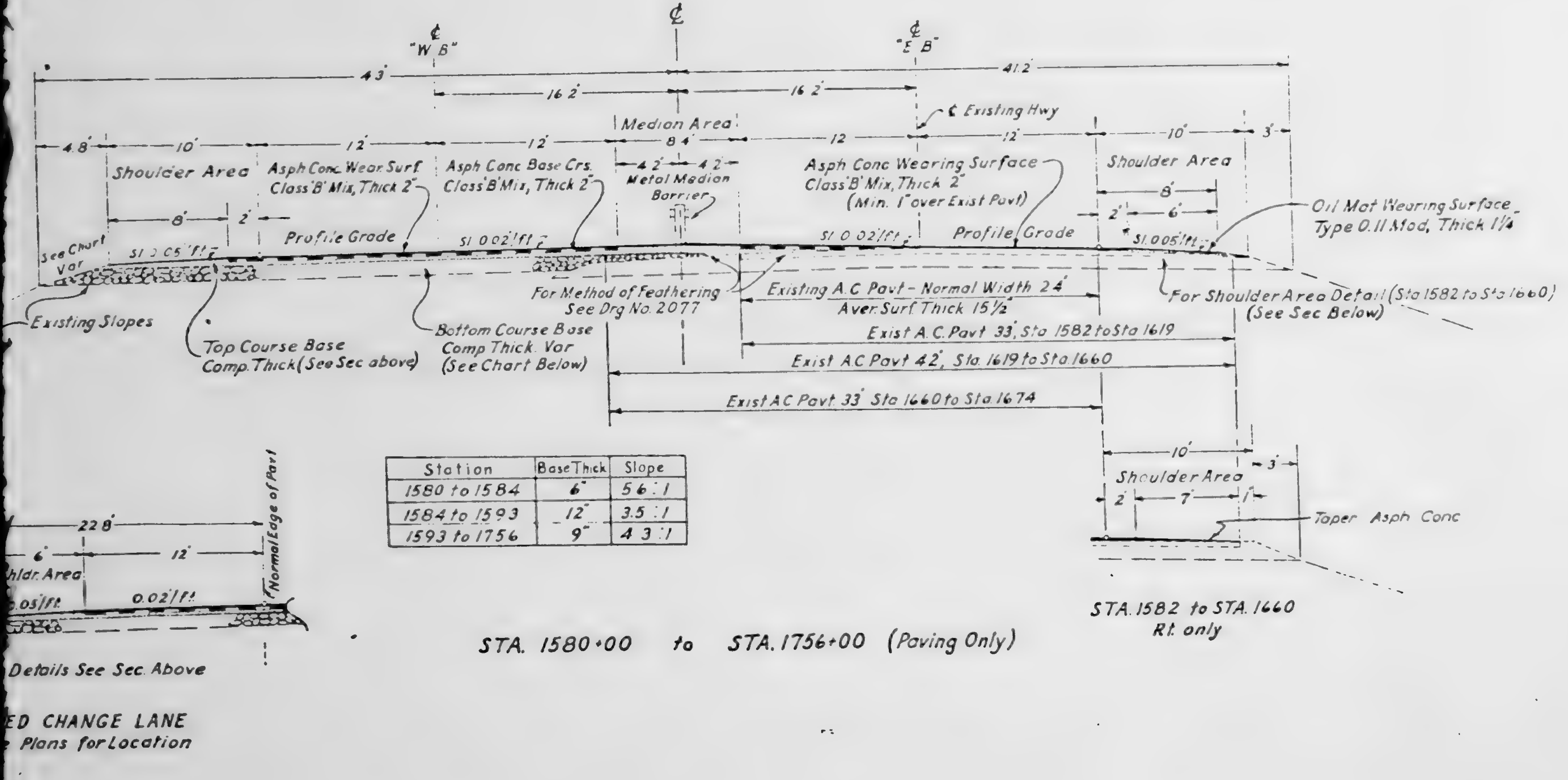
A-1-J

6.V-17

ICAL SECTIONS

WESTUNIT SHOGREN-ROWENA SEC. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No.
				2A
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-35(11)		See Index

AS CONSTRUCTED
8-59 CONTRACT 5157



℄ "W B"
℄
℄ "E B"
43'
41.2'
16.2'
16.2'
Median Area
8.4'
4.2'
4.2'
Metal Median Barrier
℄ Existing Hwy
4.8'
10'
12'
12'
12
12'
10'
3'
Shoulder Area
Asph Conc Wear Surf Class 'B' Mix, Thick 2"
Asph Conc Base Crs. Class 'B' Mix, Thick 2"
Asph Conc Wearing Surface Class 'B' Mix, Thick 2" (Min. 1" over Exist Pavt)
Shoulder Area
8'
2'
6'
Oil Mat Wearing Surface Type 0.11 Mod, Thick 1¼"
8'
2'
Profile Grade
Sl 0.02'/ft
Sl 0.02'/ft
Profile Grade
Sl 0.05'/ft
Sl 0.05'/ft
See Chart Var
Existing Slopes
Top Course Base Comp. Thick (See Sec above)
Bottom Course Base Comp Thick. Var (See Chart Below)
For Method of Feathering See Drg No. 2077
Existing A.C Pavt - Normal Width 24' Aver. Surf Thick 1½"
For Shoulder Area Detail (Sta 1582 to Sta 1660) (See Sec Below)
Exist A.C. Pavt 33', Sta 1582 to Sta 1619
Exist A.C Pavt 42', Sta 1619 to Sta 1660
Exist A.C Pavt 33' Sta 1660 to Sta 1674
10'
3'
Shoulder Area
2'
7'
1'
Taper Asph Conc
22.8'
6'
12'
Shldr. Area
0.05'/ft
0.02'/ft
Normal Edge of Pavt

Station	Base Thick	Slope
1580 to 1584	6"	5.6:1
1584 to 1593	12"	3.5:1
1593 to 1756	9"	4.3:1

STA. 1580+00 to STA. 1756+00 (Paving Only)

STA. 1582 to STA. 1660
Rt. only

Details See Sec. Above

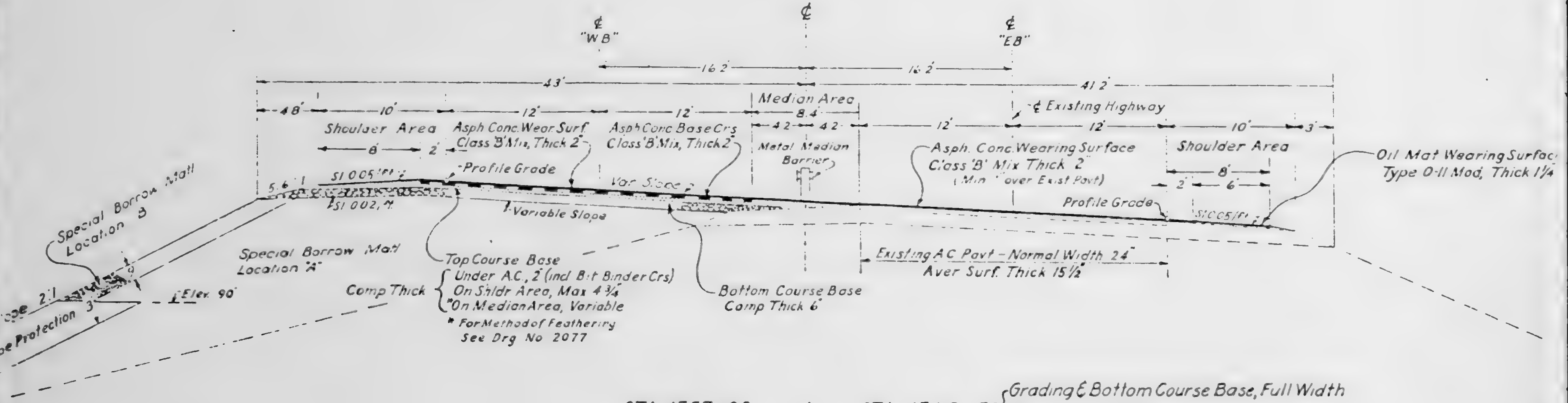
ED CHANGE LANE
Plans for Location

TYPICAL SECTIONS

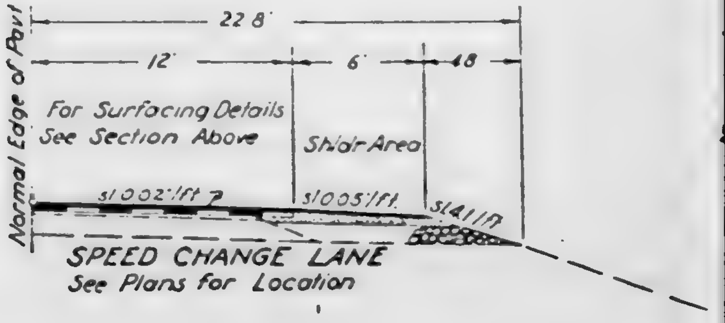
WESTUNIT
SHOGREN-ROWEN
COLUMBIA RIVER
WASCO COUN

FED ROAD Div No	STATE	PRO NU
8	OREGON	I-3

AS CONST
8-59 CONTRAC


¢ "WB"
¢
¢ "EB"
16 2'
16 2'
43'
41 2'
Median Area
8.4'
4 2
4 2
¢ Existing Highway
4 8'
10'
12'
12'
12'
12'
10'
3'
Shoulder Area
Asph Conc Wear Surf Class 'B' Mix, Thick 2"
Asph Conc Base Crs Class 'B' Mix, Thick 2"
Metal Median Barrier
Asph. Conc. Wearing Surface Class 'B' Mix Thick 2" (Min " over Exist Pavt)
Shoulder Area
8'
2'
6'
8'
2'
6'
Oil Mat Wearing Surface Type O-II Mod, Thick 1¼"
Special Borrow Mat'l Location B
5.6 : 1
Sl 005'/Ft
Profile Grade
Sl 002'/Ft
Var Slope 2
Variable Slope
Profile Grade
Sl 005'/Ft
Slope 2:1
Slope Protection 3'
Elev 90'
Special Borrow Mat'l Location "A"
Existing AC Pavt - Normal Width 24' Aver Surf. Thick 15½"
Top Course Base
Comp Thick
Under A.C., 2" (incl Bit Binder Crs)
On Shldr Area, Max 4¾"
*On Median Area, Variable
* For Method of Feathering See Drg No 2077
Bottom Course Base Comp Thick 6"

STA. 1557+00 to STA. 1568+50 { Grading & Bottom Course Base, Full Width
Taper Pavement as shown on plan
STA. 1568+50 to STA. 1580+00 Grading & Paving



SPEED CHANGE LANE
See Plans for Location

A-1-k

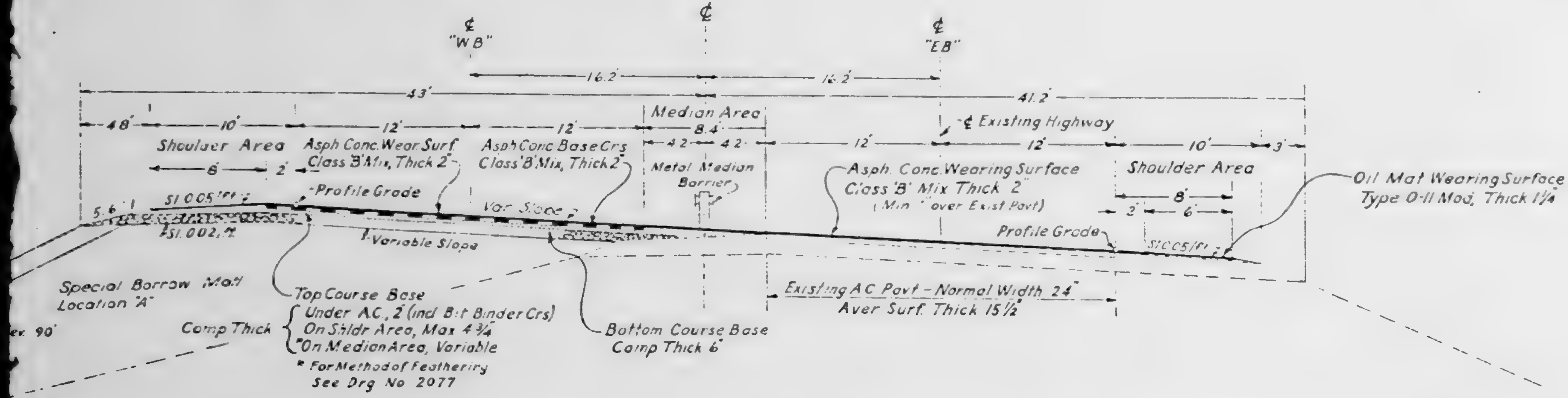
6 V-17.

PICAL SECTIONS

WESTUNIT
SHOGREN-ROWENA SEC.
COLUMBIA RIVER HWY.
WASCO COUNTY

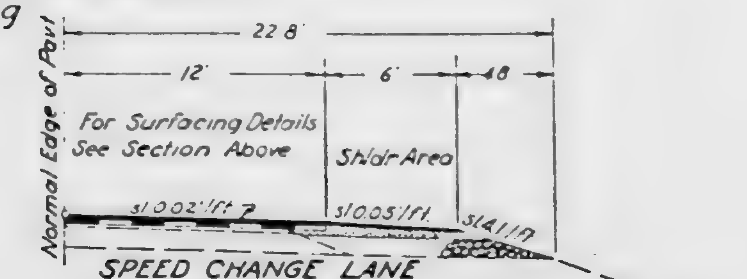
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	I-35(11)		2A.	See Index

AS CONSTRUCTED
8-59 CONTRACT 5157



℄ "WB"
℄
℄ "EB"
16.2'
16.2'
43'
41.2'
4.8'
10'
12'
12'
Median Area
8.4'
4.2
4.2
12'
12'
10'
3'
℄ Existing Highway
Shoulder Area
6
2'
Asph Conc. Wear Surf. Class 'B' Mix, Thick 2"
Asph Conc Base Crs Class 'B' Mix, Thick 2"
Metal Median Barrier
Asph. Conc. Wearing Surface Class 'B' Mix Thick 2" (Min " over Exist Pavt)
Shoulder Area
8'
2'
6'
Oil Mat Wearing Surface Type O-II Mod, Thick 1¼
5.6:1
Sl 0.05'/Ft
Profile Grade
Var Slope
Sl. 0.02'/Ft
Variable Slope
Profile Grade
Sl 0.05'/Ft
Special Borrow Matl Location "A"
ev. 90'
Top Course Base
Comp Thick
Under A.C., 2" (incl Bit Binder Crs)
On Shldr Area, Max 4¾
*On Median Area, Variable
* For Method of Feathering See Drg No 2077
Bottom Course Base Comp Thick 6"
Existing A.C. Pavt - Normal Width 24'
Aver Surf. Thick 1½

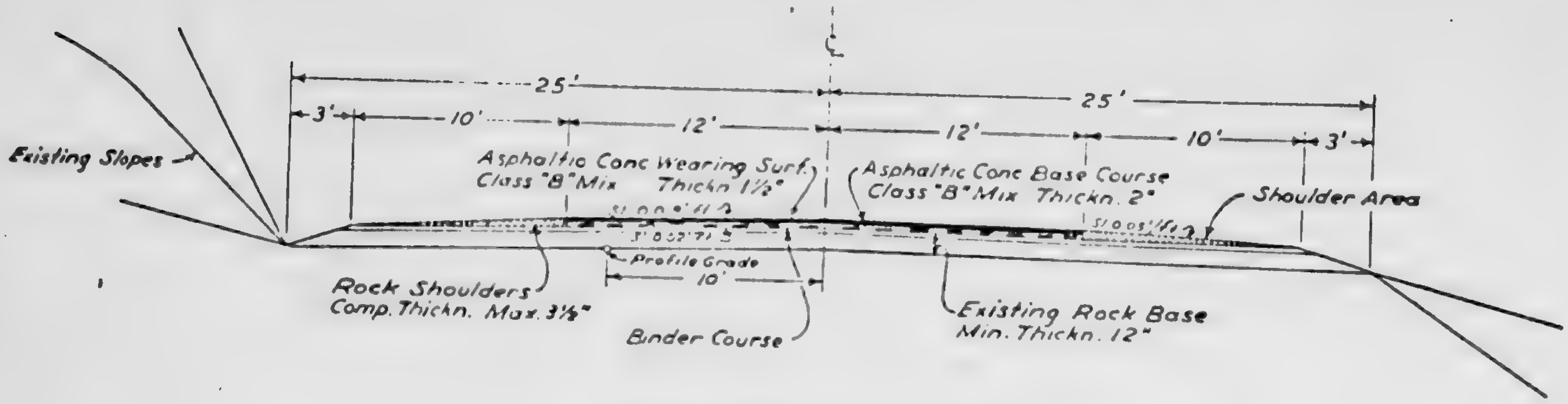
STA. 1557+00 to STA. 1568+50 {Grading & Bottom Course Base, Full Width
Taper Pavement as shown on plan
STA. 1568+50 to STA. 1580+00 Grading & Paving



SPEED CHANGE LANE
See Plans for Location

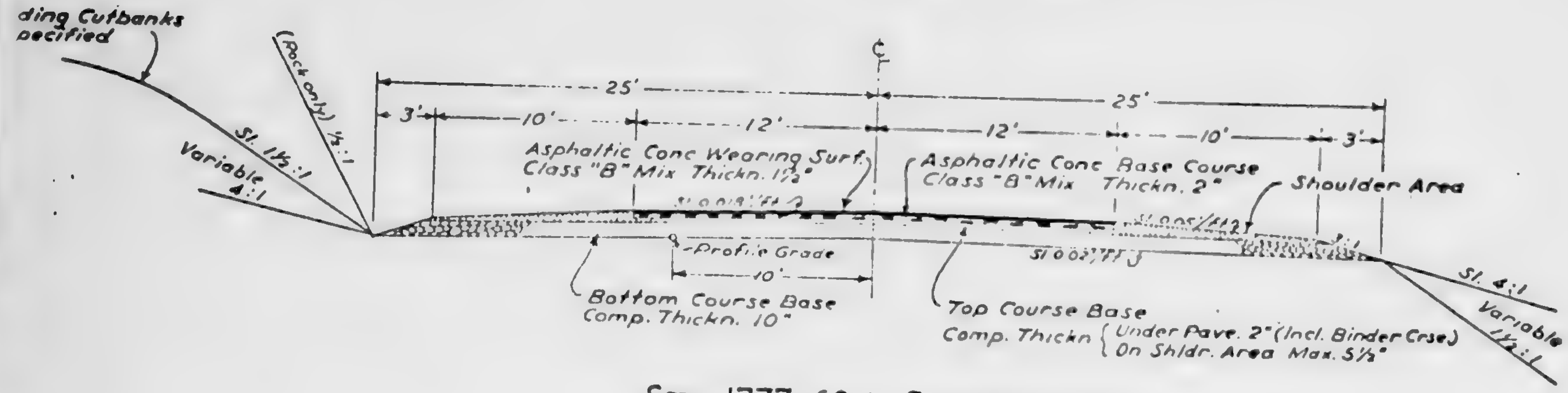
SHOGREN-ROWENA UNIT MOSIER - THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-35(7)		See Index

TYPICAL SECTIONS



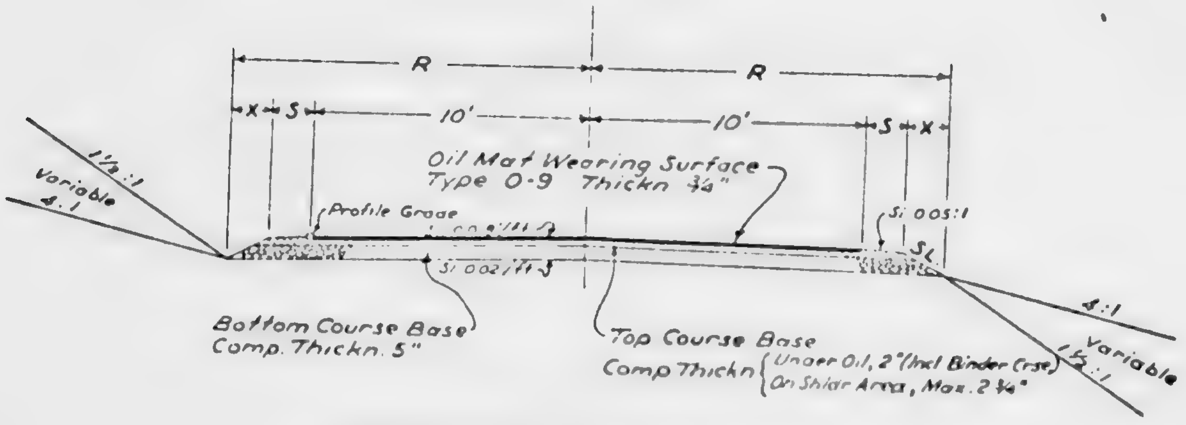
℄
25'
25'
3'
10'
12'
12'
10'
3'
Existing Slopes
Asphaltic Conc Wearing Surf. Class "B" Mix Thickn. 1½"
Asphaltic Conc Base Course Class "B" Mix Thickn. 2"
Shoulder Area
Profile Grade
10'
Rock Shoulders Comp. Thickn. Max. 3½"
Binder Course
Existing Rock Base Min. Thickn. 12"

STA. 1574 to STA. 1777+60



ding Cutbanks
pecified
(Rock only) ¼:1
Sl. 1½:1
Variable 4:1
℄
25'
25'
3'
10'
12'
12'
10'
3'
Asphaltic Conc Wearing Surf. Class "B" Mix Thickn. 1½"
Asphaltic Conc Base Course Class "B" Mix Thickn. 2"
Shoulder Area
Profile Grade
10'
Bottom Course Base Comp. Thickn. 10"
Top Course Base Comp. Thickn { Under Pave. 2" (Incl. Binder Crse) On Shldr. Area Max. 5½"
Sl. 4:1
Variable 1½:1

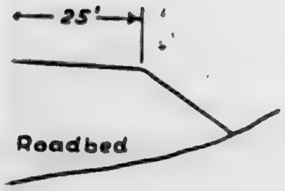
STA. 1777+60 to STA. 1890+50



R
R
X
S
10'
10'
S
X
1½:1
Variable 4:1
Oil Mat Wearing Surface Type O-9 Thickn ¾"
Profile Grade
Sl. 005:1
SL
Bottom Course Base Comp. Thickn. 5"
Top Course Base Comp Thickn { Under Oil, 2" (Incl Binder Crse) On Shldr Area, Max. 2¾"
4:1
Variable 1½:1

DETOURS & CONNECTIONS

LOCATION	R	S	X	SL
Old Highway Detour	15'	3'	2'	14:1
Temporary Conn to Old. Hwy	15'	3'	2'	34:1
Lyle Ferry Road Detour	13'	2'	1'	17:1



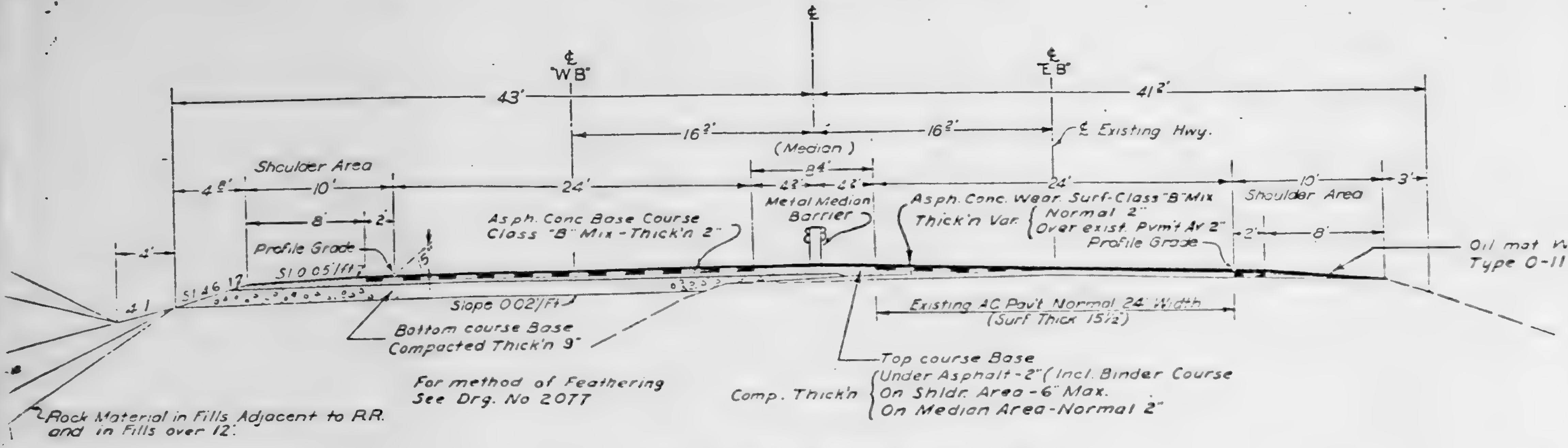
NT

TYPICAL SECTIONS

EAS
SHOGREN-
COLUMBIA
WASCO

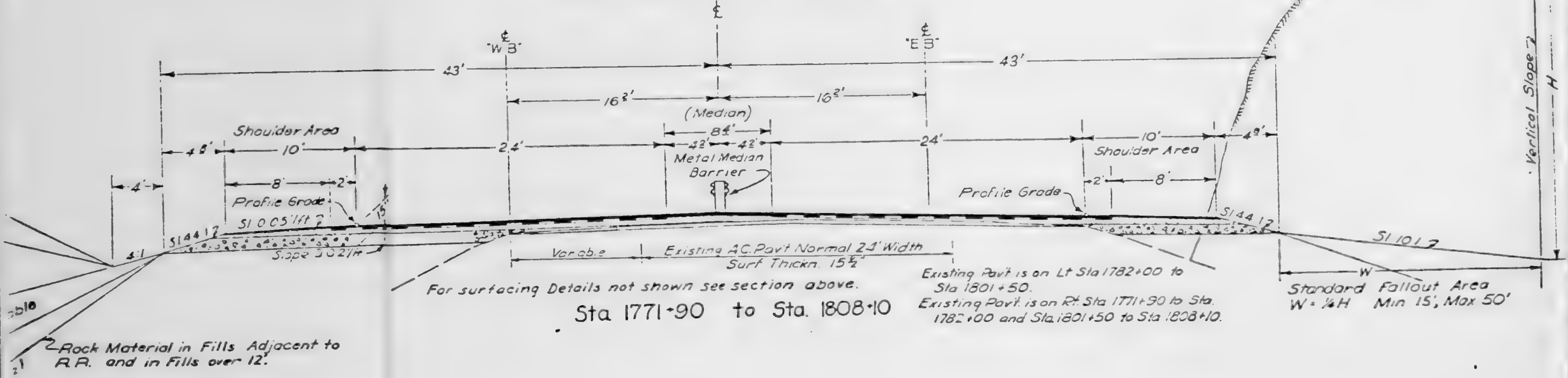
FED. ROAD Div. No.	STATE
8	OREGO

REVISED
3-6



℄
℄ "WB"
℄ "EB"
43'
41 2/3'
16 2/3'
16 2/3'
℄ Existing Hwy.
(Median)
8 4'
4 2'
4 2'
Shoulder Area
4 8'
10'
24'
24'
10'
3'
Shoulder Area
8'
2'
2'
8'
4'
Metal Median Barrier
Asph. Conc. Base Course Class "B" Mix-Thick'n 2"
Asph. Conc. Wear. Surf-Class "B" Mix
Thick'n Var. Normal 2" Over exist. Pvm't Av 2"
Profile Grade
Profile Grade
Oil mat Wearing Surface Type O-11 Mod Thick'n 1½"
Sl 0.05'/ft
.15
Sl 4:6 1:2
4:1
Slope 0.02'/Ft
Existing AC Pav't Normal 24' Width (Surf Thick 15½")
Bottom course Base Compacted Thick'n 9"
Top course Base
Comp. Thick'n Under Asphalt - 2" (Incl. Binder Course On Shldr. Area - 6" Max. On Median Area - Normal 2"
For method of Feathering See Drg. No 2077
Rock Material in Fills Adjacent to R.R. and in Fills over 12'.

Sta. 1756+00 to Sta 1771+90
Sta. 1808+10 to Sta. 1844+00



℄
℄ "WB"
℄ "EB"
43'
43'
16 2/3'
16 2/3'
(Median)
8 4'
4 2'
4 2'
Metal Median Barrier
Shoulder Area
4 8'
10'
2.4'
24'
10'
4 8'
Shoulder Area
4'
8'
2'
2'
8'
Profile Grade
Profile Grade
Sl 0.05'/ft
.15
Sl 4:4 1:2
4:1
Slope 0.02'/ft
Sl 4:4 1:2
Sl 10:1
Variable
Existing AC Pav't Normal 24' Width Surf Thickn. 15½"
For surfacing Details not shown see section above.
Existing Pav't is on Lt Sta 1782+00 to Sta 1801+50.
Existing Pav't is on Rt Sta 1771+90 to Sta. 1782+00 and Sta 1801+50 to Sta 1808+10.
Vertical Slope
H
W
Standard Fallout Area W = ¼H Min 15', Max 50'
Variable
2:1
Rock Material in Fills Adjacent to R.R. and in Fills over 12'.

Sta 1771+90 to Sta. 1808+10

A-1-m

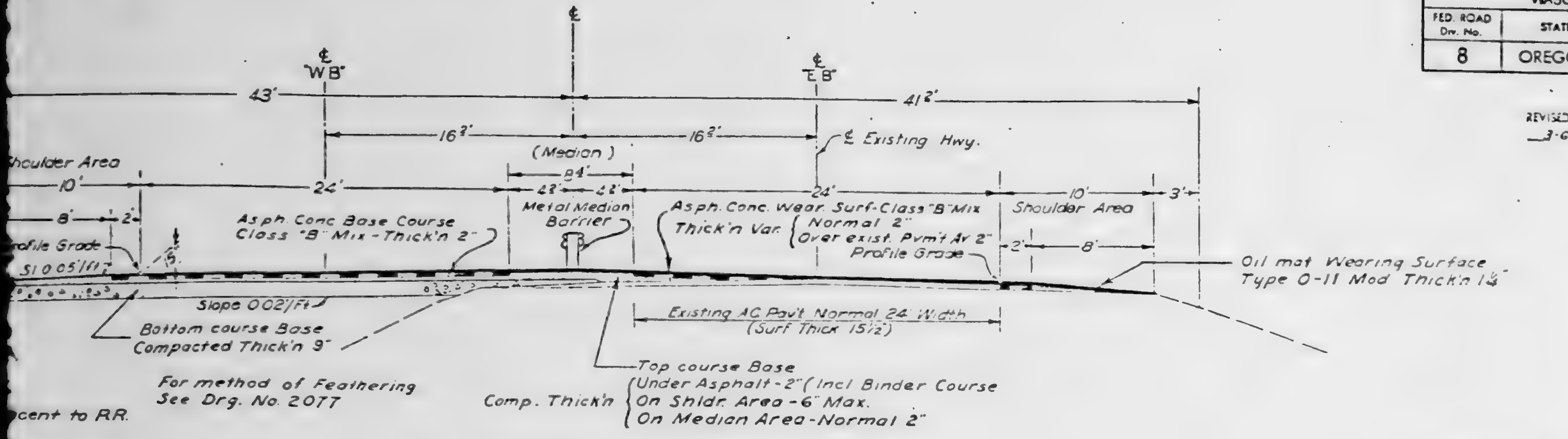
6V-66

TYPICAL SECTIONS

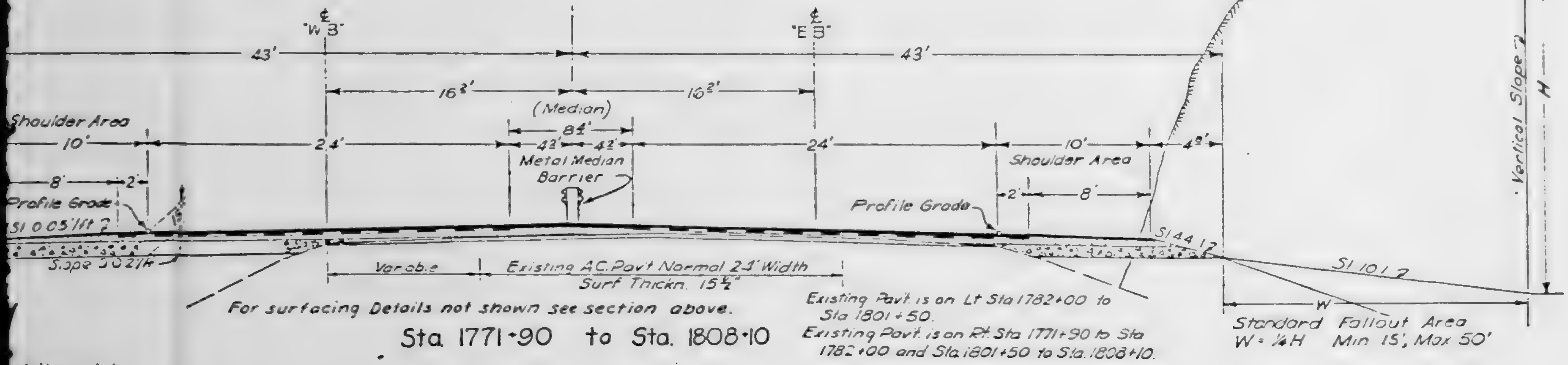
EAST UNIT SHOGREN-ROWENA SEC. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No. 2 A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-82-3(5)71		See Index

I-35(10)

REVISED AS CONSTRUCTED
3-61 CONTRACT 5290


℄
℄ "WB"
℄ "EB"
43'
41½'
16⅔'
16⅔'
(Median)
℄ Existing Hwy.
Shoulder Area
10'
24'
8⅓'
4⅔'
4⅔'
24'
10'
3'
8'
2'
Metal Median Barrier
Asph. Conc. Wear. Surf.-Class "B" Mix
Thick'n Var. {Normal 2" / Over exist. Pvm't Av 2"
Shoulder Area
2'
8'
Profile Grade
Asph. Conc Base Course Class "B" Mix - Thick'n 2"
Profile Grade
Sl 0.05'/Ft
Oil mat Wearing Surface Type O-11 Mod Thick'n 1½"
Slope 0.02'/Ft
Bottom course Base Compacted Thick'n 9"
Existing AC Pav't Normal 24' Width (Surf Thick 15½")
Top course Base
Comp. Thick'n {Under Asphalt - 2" (Incl Binder Course / On Shldr. Area - 6" Max. / On Median Area - Normal 2"
For method of Feathering See Drg. No. 2077
cent to R.R.

Sta. 1756+00 to Sta 1771+90
Sta. 1808+10 to Sta. 1844+00


℄
℄ "WB"
℄ "EB"
43'
43'
16⅔'
16⅔'
(Median)
Shoulder Area
10'
24'
8⅓'
4⅔'
4⅔'
24'
10'
4½'
8'
2'
Metal Median Barrier
Shoulder Area
2'
8'
Profile Grade
Profile Grade
Sl 0.05'/Ft
Sl 4:1
Sl 10:1
Slope 0.02'/Ft
Variable
Existing AC Pav't Normal 24' Width Surf Thickn. 15½"
Vertical Slope
H
W
For surfacing Details not shown see section above.
Existing Pavt. is on Lt Sta 1782+00 to Sta 1801+50.
Existing Pavt. is on Rt. Sta 1771+90 to Sta 1782+00 and Sta. 1801+50 to Sta. 1808+10.
Standard Fallout Area W = ¼H Min 15', Max 50'
Adjacent to
12'.

Sta 1771+90 to Sta. 1808+10

6

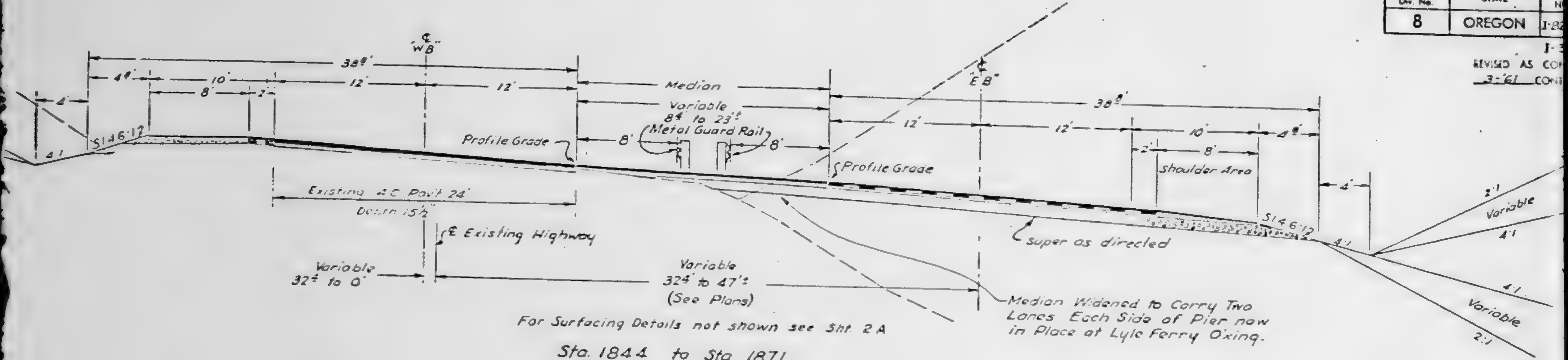
EAST UNIT SHOGREN-ROW COLUMBIA RIVER WASCO COUNT		
FED. ROAD Div. No.	STATE	P N
8	OREGON	I-82

J-3

REVISED AS CO

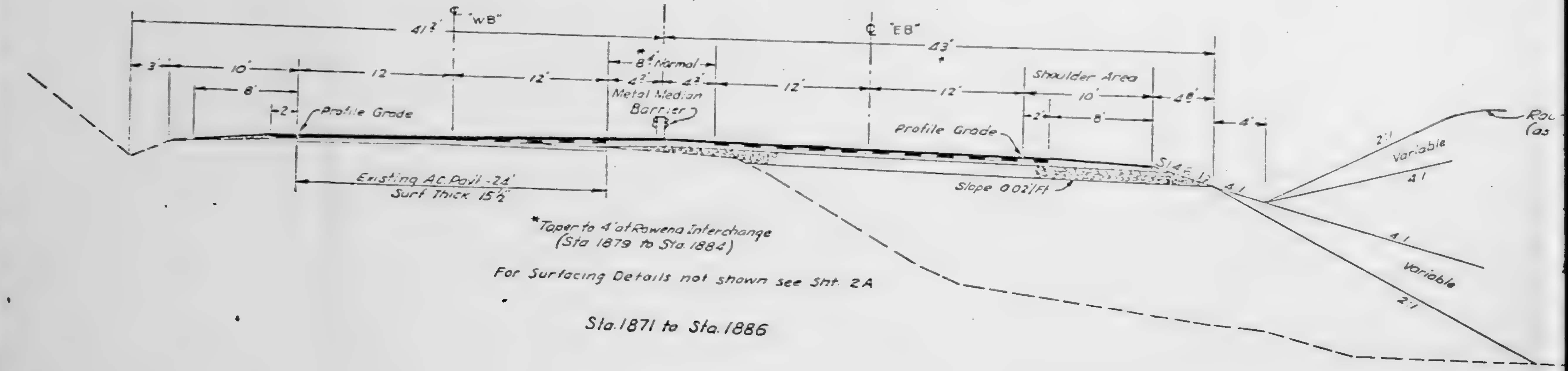
3-'61 CONT

TYPICAL SECTIONS (Cont'd)



For Surfacing Details not shown see Sht. 2A

Sta. 1844 to Sta. 1871



*Taper to 4' at Rowena Interchange (Sta 1879 to Sta. 1884)

For Surfacing Details not shown see Sht. 2A

Sta. 1871 to Sta. 1886

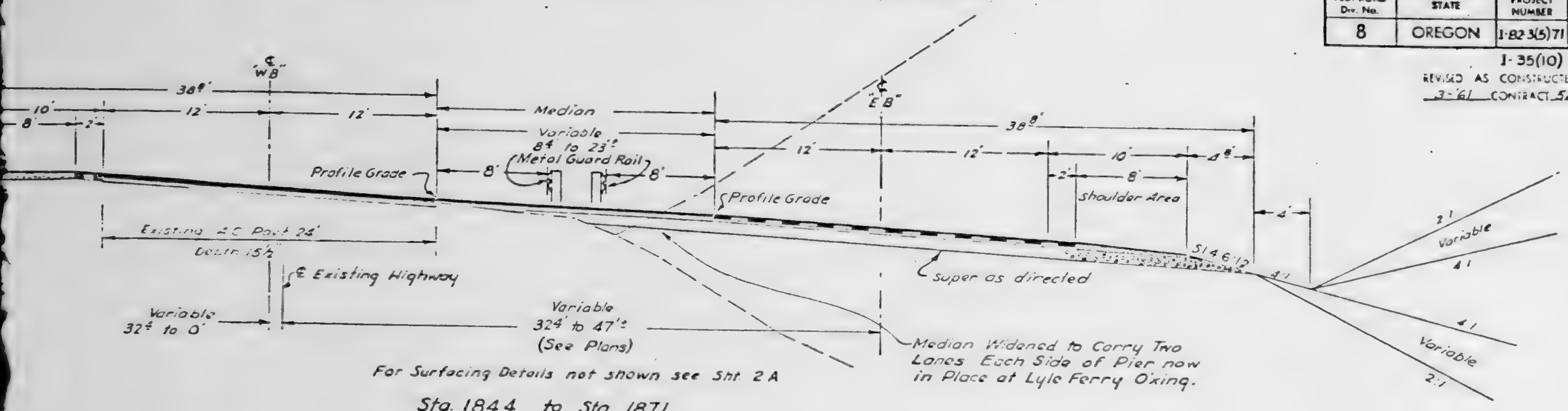
A-1-n

6.V-66

EAST UNIT SHOGREN-ROWENA SEC. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-82-3(5)71		See Index

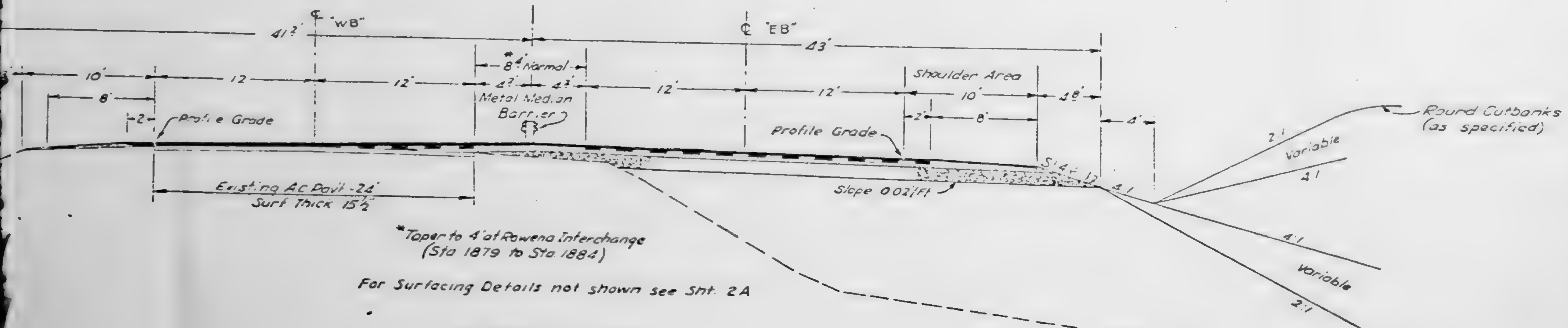
I-35(10)
REVISED AS CONSTRUCTED
3-61 CONTRACT 5200

TYPICAL SECTIONS (Cont'd)



For Surfacing Details not shown see Sht. 2A

Sta. 1844 to Sta. 1871



*Taper to 4' at Rowena Interchange (Sta 1879 to Sta. 1884)

For Surfacing Details not shown see Sht. 2A

Sta. 1871 to Sta. 1886

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 3, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Hood River-Shogren
Section of I-80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 993830, 993831 and 73-20828 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1960 on subject project. Review of our files for Contract No. 5589 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and a 1.9 CBE for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 5, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr. JEW
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Hood River-Mosier Section of I80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports #993831 and 73-20829 which contain crushed base equivalent values (CBE) for asphalt concrete as constructed in 1953 on subject project. Review of our files for Contract No. 3718 and test results for the recently sampled pavement indicate a 1.9 CBE for the asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 10, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
W. Unit, Shogren-Rowena Section of I80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 993828, 993829 and 75-3028 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1958 on subject project. Review of our files for Contract No. 5157 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and 2.0 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 10, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
E. Unit, Shogren-Rowena Section
of I-80N

TO: Victor D. Wolfe
Location Engineer

Attached are test reports 993826, 993827 and 73-20830 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1959 on subject project. Review of our files for Contract No. 5200 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and 1.9 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 10, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Interstate Overlay Need Study
Shogren-Rowena Section of I80N

TO: Victor D. Wolfe
Location Engineer

Attached are test Reports 73-20941, 75-3027 and 75-3044 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base, and asphalt concrete as constructed in 1953 on subject project. Review of our files for Contract No. 3793 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base, and 2.0 for asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
C. Williams
C. J. Gregg
G. E. Boyle

Form E-61—5M—1-61

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Interstate Overlay Need Study Hood River - Shogren	Prefix No.	614-1979-910
Highway	I-80N	County	Hood River
Contractor	Rogers Const. Co. Contract No. 5589	F.A. Project No.	
Submitted by	R. J. Van Cleave Completed 1960	Date Reported	March 3, 1975
		Laboratory Charges	$148.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Koberg Beach Quarry, 300' S. M.P. 64.0

Sampled at Quarry

To be used	Overlay Study	Date received	Jan. 24, 1972
Sampled by	Van Cleave & Olsen	Quantity represented	
Date Sampled	Jan. 19, 1972		

TEST RESULTS

Laboratory No.	993830	Type of material	Quarry Rock
Data Sheet No.	A40295	Screen opening	Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler 20.10 - A -

Specific gravity (Bulk) 2.62, SSD 2.70, Absorp. 2.8

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss 1/2-3/4 = 0.96

3/4-3/8 = 6.96

3/8-# 4 = 8.30

Plasticity index: Natural fines %

Manufactured fines %

Liquid limit: Natural fines %

Manufactured fines %

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	19.2	0.8		
#2	18.5	0.5		
#3	18.6	0.3		
#4	16.9	1.1		
#5	22.5	1.3		
#6	17.58	0.4		
#7	19.42	0.9		

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Williams
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave

Review of Contract #5589 and the above test results indicate that the crushed stone base as constructed in 1960 is of a 1.0 C.B.E. quality.

Engineer of Materials

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Shogren-Rowena-West Unit	Prefix No.	633-1906-910
Highway	I-80N (Completed 1958)	County	Wasco
Contractor	Roy L. Houck Sons' Contract No. 5157	F.A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	March 10, 1975
		Laboratory Charges	$134.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	500' S. MP 70.67, Sta. 1672+00		
		Sampled at	Quarry
To be used	Overlay study	Date received	Jan. 24, 1972
Sampled by	Van Cleave & Olsen	Quantity represented	
Date Sampled	Jan. 11, 1972		

TEST RESULTS

Laboratory No.	993828	Type of material	Quarry Rock
Data Sheet No.	A40294	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler 16.16 - A -

Specific gravity (Bulk) 2.83, SSD 2.87, Absorp. 1.63

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss 1/2-3/4 = 0.20

3/4-3/8 = 0.14

3/8-# 4 = 1.40

Plasticity index: Natural fines %

Manufactured fines %

Liquid limit: Natural fines %

Manufactured fines %

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	19.9	0.3		
#2	17.9	0.2		
#3	15.7	0.2		
#4	20.4	0.3		
#5	20.2	0.3		
#6	22.3	0.9		

Review of Cont. #5157 and the above test results indicate that the crushed stone base as constructed in 1958 is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Williams
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X R. J. Van Cleave

Engineer of Materials

A-2-f

Form-E-61—3M—1-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project: Interstate Overlay Need Study Shogren-Rowena-East Unit
Prefix No. 633-1906-910
Highway: I-80N (Completed 1959)
County: Wasco
Contractor: Rogers Const. Co.
Contract No. 5200
F.A. Project No.
Submitted by: R. J. Van Cleave
Date Reported: March 10, 1975
Laboratory Charges: $134.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: .23 mi. S. MP 73.9, Sta. 1838
Sampled at: Quarry
To be used: Base & A/C Overlay Study
Date received: Jan. 24, 1972
Sampled by: Van Cleave & Olsen
Quantity represented
Date Sampled: Jan. 11, 1972

TEST RESULTS

Laboratory No. 993826
Type of material: Quarry Rock
Data Sheet No. A40293
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler: 24.0 - A -
Specific gravity (Bulk) 2.60, SSD 2.70, Absorp. 3.9
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1/2-3/4 = 3.01
3/4-3/8 = 5.47
3/8-# 4 = 16.67
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %

Oregon degradation:

	P #20	Height	Referee P #20	Referee Height
Bag #1	21.09	0.5		
#2	21.36	0.7		
#3	18.97	1.3		
#4	22.58	1.2		
#5	21.94	0.5		
#6	25.21	0.4		

Review of Cont. #5200 and the above test results indicate that the crushed stone base as constructed in 1959 is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Williams
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X R. J. Van Cleave

Engineer of Materials

A-2-g

Form 2-61—3M—1-61

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Interstate Overlay Need Study Shogren-Rowena — Prefix No. 633-1906-910
Highway I-80N — County Wasco
Contractor Parker-Shrom — Contract No. 3793 — F.A. Project No.
Submitted by R. J. Van Cleave (Completed 1953) — Date Reported March 10, 1975
Laboratory Charges $134.50

REPORT ON SAMPLE OF AGGREGATE

Source of material 500' S. MP 70.67, Sta. 1672+00
Sampled at Quarry
To be used Interstate Overlay Need Study — Date received Jan. 11, 1972
Sampled by Van Cleave & Olsen — Quantity represented
Date Sampled Jan. 11, 1972

TEST RESULTS

Laboratory No. 75-3027 — Type of material Quarry Rock
Data Sheet No. A40294 — Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing

Abrasion, per cent wear, Los Angeles Rattler 16.16 - A -
Specific gravity (Bulk) 2.83; 2.87 Appar., Absorp.: 1.63%
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1/2-3/4 = 0.20
3/4-3/8 = 0.14
3/8-# 4 = 1.40
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %

Oregon degradation:	P #20	Height	Referee P #20	Referee Height
Bag #1	19.9	0.3		
#2	17.9	0.2		
#3	15.7	0.2		
#4	20.4	0.3		
#5	20.2	0.3		
#6	22.3	0.9		

Review of Cont. #3793 and the above test results indicate that the crushed stone base as constructed in 1953 is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Williams
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X R. J. Van Cleave

Engineer of Materials

A-2-h

Form E-69—(Rev. 5-72)

Page 1 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-WEARING

Laboratory No. 993831
Data Sheet No. A40295
Prefix 614-1979-910
Laboratory charge $549.50

Project Hood River-Shogren
Highway I-80N
Contractor Rogers Const. Co. (Completed 1960) No. 5589
Date received Jan. 24, 1972
Submitted by R. J. Van Cleave
Date reported Mar. 3, 1975
Source of Material #(1- 4)WB,MP68.5 ,Sta.1528+30,27'Lt;(5- 8)WB,MP65.2 ,Sta.1352+00,24'L #(9-12)EB,MP63.95,Sta.1286+50,24'Rt;(13-16)EB,MP66.99,Sta.1447+00,25'R
Sampled or inspected at
To be used Class 'B' A/C
Sampled or inspected by Van Cleave, Olsen 1-19-72
Quantity represented

Sample No.	295 - 1 - T	295 - 2 - T	295 - 3 - T	295 - 4 - T
Station	1528+30 W.B.	1352+00 W.B.	1286+50 E.B.	1447+00 E.B
Lane	MP 69.5 27' Lt.	MP 65.2 24' Lt.	MP 63.95 24' Rt.	MP 66.99 25' Rt.
Test pavement thickness	1.5"	2.0"	1.2"	1.8"
Overlay patch thickness	1.7"	-	0.9"	1.9"
Gradation of Cores:				
Per cent ret. 1"	-	-	-	-
" " (¾" - 1/4")	32.2	35.7		33.3
" " (¼" - # 10)	32.3	33.5		34.6
" " (#10 - # 40)	17.9	15.1	N.S.M.	17.7
" " (#40 - #200)	8.1	6.2		6.1
" " (Pass #200)	4.1	4.5		3.2
Asphalt Content, %	5.4	5.0		5.1
Reclaimed asphalt, Pen. @ 77° F	9	8	8	9

Core lane location	Pavement crack through core.	-	-	-	-	-	-	-
Bulk sp. gr., in place		2.29	2.28	2.28	2.22	2.22	2.30	2.30
Bulk sp. gr., recompacted		2.40	2.40	2.42	2.35	2.34	2.40	2.40
Per cent relative compaction		95.4	95.0	94.2	94.5	94.9	95.8	95.8
Per cent voids, in place		9.4	10.2	10.9	11.2	11.9	8.7	9.4
Per cent voids, recompacted		4.0	5.5	5.5	6.0	7.1	4.8	5.5

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer Williams
- ☐ Resident Engineer
- ☐ District Engineer
- X☐ Files
- X R. J. Van Cleave
- X Geology & Soils

Asphalt content is less than the design #73-20828. The above extraction results indicate asphalt contents from 1.2 to 1.6% low. Low reclaimed asphalt penetration also indicates deficient asphalt content in wearing course.

Page 2 of 2

Form E-69—(Rev. 8-73)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-BASE

Laboratory No. 993831

Data Sheet No. A40295

Prefix 614-1979-910

Project Hood River - Shogren

Laboratory charge

Highway

Contractor (Completed 1960) No. 5589

Date received

Submitted by

Date reported

Source of Material

Sampled or inspected at

To be used

Sampled or inspected by

Quantity represented

Sample No.	295 - 1 - B		295 - 2 - B		295 - 3 - B		295 - 4 - B	
Station	1528+30 W.B. MP 69.5		1352+00 W.B. MP 65.2		1286+50 E.B. MP 63.95		1447+00 E.B. MP 66.99	
Lane	27' Lt.		24' Lt.		24' Rt.		25' Rt.	
Test pavement thickness	3.4"		2.5"		1.6"		2.0"	
Overlay patch thickness	-		-		-		-	
Gradation of Cores:								
Per cent ret. 1"	-		-		-		-	
" " (¾" - 1/4")	34.1		28.2		31.9		30.1	
" " (¼" - # 10)	33.9		34.4		35.5		35.0	
" " (#10 - # 40)	16.5		18.5		16.1		18.3	
" " (#40 - #200)	6.2		7.0		6.7		7.2	
" " (Pass #200)	4.8		6.5		4.8		4.0	
Asphalt Content, %	4.5		5.4		5.0		5.4	
Reclaimed asphalt, Pen. @ 77° F	10		20		11		11	
Core lane location	- Pavement crack through core.	-	-	-	-	-	-	-
Bulk sp. gr., in place		2.19	2.28	2.27	2.13	2.12	2.20	2.20
Bulk sp. gr., recompacted		2.29	2.37	2.34	2.27	2.24	2.32	2.31
Per cent relative compaction		95.6	96.2	97.0	93.8	94.6	94.8	95.2
Per cent voids, in place		12.7	10.2	11.3	12.3	16.2	13.4	13.4
Per cent voids, recompacted		8.8	6.7	8.6	6.6	1.4	8.7	9.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Asphalt content is less than the Design #73-20828. The above extraction results indicate asphalt contents from 1.8 to 2.7 low. Low reclaimed asphalt penetration also indicates deficient asphalt content in base course.

Form E-[illegible]—(Rev. [illegible]-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 993831
Data Sheet No. A40295

PAVEMENT EVALUATION-CORE TEST DATA-ORIGINAL PAVEMENT

Prefix 614-1979-910
Project Hood River-Mosier
Laboratory charge $78.50
Highway I-80N
Contractor Warren Northwest (Completed 1953) No. 3718
Date received Jan. 24, 1972
Submitted by R. J. Van Cleave
Date reported Mar. 5, 1975
Source of Material #(1- 4)WB, MP68.5 ,Sta.1528+30,27'Lt,#(5- 8)WB,MP65.2 ,Sta.1352+00,24'Lt. #(9-12)EB,MP63.95,Sta.1286+50,24'Rt,#(13-16)EB,MP66.99,Sta.1447+00,25'Rt.
Sampled or inspected at
To be used Original Pavement
Sampled or inspected by VanCleave, Olsen 1-19-72
Quantity represented

Sample No.	295 - 3 - O.P.		295 - 3 - O.P.	
Station	1286+50 E.B.		1286+50 E.B.	
Lane	MP 63.95 - 24' Rt.		M.P. 63.95 - 24' Rt.	
Test pavement thickness	1.7"		1.8"	
Overlay patch thickness				
Gradation of Cores:				
Per cent ret. 1"	-		-	
" " (3/4" - 1/4")	36.1			
" " (1/4" - # 10)	25.9			
" " (#10 - # 40)	14.2		N.S.M.	
" " (#40 - #200)	13.2			
" " (Pass #200)	4.9			
Asphalt Content, %	5.7			
Reclaimed asphalt, Pen. @ 77° F				
Core lane location	-	-	-	-
Bulk sp. gr., in place	2.36	2.39	2.40	2.40
Bulk sp. gr., recompacted	2.49	2.48	2.50	2.51
Per cent relative compaction	94.8	96.4	96.0	95.6
Per cent voids, in place	7.1	5.9	5.5	5.1
Per cent voids, recompacted	2.0	2.4	1.6	0.8

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
☐ Resident Engineer
☐ District Engineer
X ☐ Files
X R. J. Van Cleave
X Geology & Soils

Asphalt content is less than the design #73-20829. The above test results indicate an asphalt content deficiency of from 0.6 to 1.3 percent, based on our current design standards.

-1

A-2-k

Form E-69—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-WEARING & BASE COURSE

Laboratory No. 993829
Data Sheet No. A40294
Prefix 633-1906-910
Laboratory charge $238.50

Project Shogren-Rowena-West Unit
Highway I-80N
Contractor Roy L. Houck & Sons (Completed 1958) No. 5157
Date received Jan. 24, 1972
Submitted by R. J. Van Cleave
Date reported Mar. 10, 1975
Source of Material #(1-4) WB MP 69.9, Sta. 1602+00; 24' Lt.; (5-8) EB MP 71.9, Sta. 1737+90, 25' Rt.
Sampled or inspected at Jan. 11, 1972
To be used
Sampled or inspected by Van Cleave & Olsen
Quantity represented

Sample No.	294-1-4-T		294-1-4-B		294-2-6-T	
Station	1602+00		1602+00		1737+90	
Lane	24' Lt. WB ℄		24' Lt. WB ℄		25' Rt. EB ℄	
Test pavement thickness	1.7"		2.2"		2.1"	
Overlay patch thickness	0.3"				0.9"	
Gradation of Cores:						
Per cent ret. 1"	0.0		0.0		0.0	
" " (¾" - 1/4")	33.5		34.1		45.6	
" " (¼" - # 10)	32.3		30.0		30.9	
" " (#10 - # 40)	16.7		17.7		18.0	
" " (#40 - #200)	7.3		7.0		6.5	
" " (Pass #200)	5.5		5.8		4.2	
Asphalt Content, %	4.7		5.4		4.7	
Reclaimed asphalt, Pen. @ 77° F	14		17		7	
Core lane location						
Bulk sp. gr., in place	2.41	2.40	2.44	2.43	2.34	2.38
Bulk sp. gr., recompacted	2.50	2.50	2.54	2.54	2.47	2.48
Per cent relative compaction	96.4	96.0	96.0	95.7	94.7	96.0
Per cent voids, in place	10.1	10.1	7.6	8.0	11.7	10.5
Per cent voids, recompacted	5.6	6.4	3.7	3.7	6.8	6.8

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files
- X Geology & Soils
- X R. J. Van Cleave

Asphalt content is 0.2 - 0.5 percent less than Design #75-3028. Void content of the mix is slightly higher than the design and penetration of the reclaimed asphalt from the pavement is at a satisfactory level.

Page 1 of 2

Form E-60—(Rev. 6-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-WEARING

Laboratory No. 993827
Data Sheet No. A40293
Prefix 633-1906-910
Laboratory charge $ 318.00

Project Shogren-Rowena-East Unit
Highway I-80N
Contractor No.
Date received Jan. 24, 1972
Submitted by R. J. Van Cleave
Date reported Mar. 10, 1975
Source of Material (5-8) EB MP 73.94, Sta. 1843+00, 25' Rt.
#(1-4) WB MP 72.88, Sta. 1788+00, 27' Lt.
Sampled or inspected at Jan. 11, 1972,
To be used Class 'B' A/C Top
Sampled or inspected by Van Cleave & Olsen
Quantity represented

Sample No.	293 - 1 - T		293 - 2 - T	
Station	MP 72.88 (1788+00)		MP 73.94 (1843+00)	
Lane	WB, 27' Lt.		EB, 25' Rt.	
Test pavement thickness	1.8"		1.9"	
Overlay patch thickness	1.2"		-	
Gradation of Cores:				
Per cent ret. 1"	0		0	
" " (¾" - 1/4")	26.9		32.3	
" " (¼" - # 10)	33.5		27.9	
" " (#10 - # 40)	17.9		18.3	
" " (#40 - #200)	9.8		9.3	
" " (Pass #200)	7.6		7.4	
Asphalt Content, %	4.3		4.8	
Reclaimed asphalt, Pen. @ 77° F	6		9	
Core lane location	-	-	-	-
Bulk sp. gr., in place	2.26	2.25	2.39	2.39
Bulk sp. gr., recompacted	2.39	2.39	2.50	2.51
Per cent relative compaction	94.6	94.1	95.6	95.2
Per cent voids, in place	13.1	13.1	8.1	7.7
Per cent voids, recompacted	8.1	7.7	3.8	3.1

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
☐ Resident Engineer
☐ District Engineer
X ☐ Files
X Geology & Soils
X R. J. Van Cleave

Asphalt content is less than the Design #73-20830. The above extraction results indicate asphalt contents from 1.5 to 2.0% low. Low reclaimed asphalt penetration also indicates deficient asphalt content in wearing surface.

A-2-m

Page 2 of 2

Form E-80—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-BASE COURSE

Laboratory No. 993827
Data Sheet No. A40293
Prefix 633-1906-910
Laboratory charge
Date received
Date reported

Project Shogren-Rowena-East Unit
Highway
Contractor No.
Submitted by
Source of Material
Sampled or inspected at
To be used Class 'B' Base
Sampled or inspected by
Quantity represented

Sample No.	293 - 1 - B		293 - 2 - B	
Station	MP 72.88 (1788+00)		MP 73.94 (1843+00)	
Lane	WB, 27' Lt.		EB, 25' Rt.	
Test pavement thickness	2.8"		3.1"	
Overlay patch thickness	-		-	
Gradation of Cores:				
Per cent ret. 1"	0		0	
" " (¾" - 1/4")	47.5		38.9	
" " (¼" - # 10)	23.4		25.7	
" " (#10 - # 40)	12.3		12.6	
" " (#40 - #200)	5.9		11.6	
" " (Pass #200)	5.3		5.3	
Asphalt Content, %	5.6		5.9	
Reclaimed asphalt, Pen. @ 77° F	18		18	
Core lane location	-	-	-	-
Bulk sp. gr., in place	2.29	2.28	2.42	2.44
Bulk sp. gr., recompacted	2.43	2.42	2.52	2.54
Per cent relative compaction	94.2	94.2	96.0	96.1
Per cent voids, in place	11.2	10.9	7.3	6.5
Per cent voids, recompacted	5.8	5.5	3.4	2.7

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Asphalt content is less than the Design #73-20830. The above extraction results indicate asphalt contents from 1.0 to 1.3% low.

A-2-n

Form E-69—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION-CORE TEST DATA-ORIGINAL PAVEMENT

Laboratory No. 75-3044
Data Sheet No. A40294
Prefix 633-1906-910
Laboratory charge $78.50

Project Shogren-Rowena
Highway I-80N
Contractor Parker-Shram (Completed 1953) No. 3793
Date received Jan. 24, 1972
Submitted by R. J. Van Cleave
Date reported Mar. 10, 1975
Source of Material (5-8) EB MP 71.9, Sta. 1737+90, 25' Rt.
#(1-4) WB MP 69.9, Sta. 1602+00, 24' Lt.
Sampled or inspected at Jan. 11, 1972
To be used
Sampled or inspected by R. J. VanCleave, Olsen
Quantity represented

Sample No.	294 - 2 - 6 - O.P.	
Station	1737+90	
Lane	25' Rt. EB ℄	
Test pavement thickness	3.6"	
Overlay patch thickness	-	
Gradation of Cores:		
Per cent ret. 1"	0	
" " (3/4" - 1/4")	38.7	
" " (1/4" - # 10)	30.4	
" " (#10 - # 40)	12.8	
" " (#40 - #200)	12.5	
" " (Pass #200)	5.0	
Asphalt Content, %	5.3	
Reclaimed asphalt, Pen. @ 77° F	21	
Core lane location		
Bulk sp. gr., in place	2.41	2.41
Bulk sp. gr., recompacted	2.52	2.52
Per cent relative compaction	95.6	95.6
Per cent voids, in place	7.3	7.3
Per cent voids, recompacted	3.1	3.1

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
☐ Resident Engineer
☐ District Engineer
X ☐ Files
X Geology & Soils
X R. J. Van Cleave

Asphalt content is 0.3% less than Design #75-3028. Recovered asphalt penetration indicates good retention of asphalt consistency. Void content is at the design level and the pavement is well compacted.

A-2-o

OREGON STATE HI[illegible] DIVISION
MATERIALS SECTION

L[illegible]atory No. B20828
Data Sheet No. 40645
Prefix 614 1979-910
Amount Charge $140.00
Date Received 1/29/72
Date Reported March 3, 1975

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay [illegible]

Project Hood River – Sherman Mix Type-Class "B" A/C
Contractor: Prime Rogers Const Co Contract No. 5589 Fed. Aid No.
Paving Completed 1960
Engineer: Region J.T. Putnam Resident [illegible]
Aggregate: Source Koberg Beach (1 mile east of Hood River) Type Quarry
Asphalt: Brand Douglas Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size ~~% Comb.~~	Contract No. 5589 Bit. Ave.			Comb. Agg. Dry Sieve		RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex: Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
3/4	0.9								
1/2	12.1			13.7	13.3	12.3	12.3		
3/8				13.2	12.8	12.0	11.9		
1/4	25.0			13.2	12.8	12.0	11.9		
4	11.9			12.6	12.2	11.4	11.3		
10	20.4			21.5	21.6	19.6	19.5		
40	15.1			15.1	15.4	14.4	14.3		
200	5.8			6.1	6.7	6.3	6.2		
P200	3.6			3.8	5.8	5.4	5.4		
~~No. Dust~~ A/c	5.2								
Asphalt Content Including 0.5 % Retention						6.6	7.2		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wear. Sur.	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.34	2.37		
Mix Design % Voids @ 100% Compaction	4.1	2.3		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	5.5	6.0	6.5	7.0	7.5
" Film Thickness	Suff.	Suff.	Suff Thick	Suff-Thick	Thick
Stability Value @ 1st Compaction	38	38	38	38	34
Cohesion " " " "	204	241	269	298	341
Bulk Sp. Gravity @ 1st Compaction	2.24	2.26	2.28	2.30	2.32
Percent Voids " " "	10.8	9.2	7.7	6.1	4.5
Stability Value @ 2nd Compaction	49	45	41	47	39
Bulk Sp. Gravity @ 2nd Compaction	2.32	2.34	2.36	2.38	2.40
Percent Voids " " "	7.6	6.0	4.4	2.7	1.2
Real Gravity @ 0% Voids	2.51	2.49	2.47	2.45	2.43

Effect of Water on Cohesion: ([illegible])

Asphalt Content (%) Douglas 85/100	5.5	6.5	7.5
Index of Ret. Str. (%)	66	84	100+

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist
2XFiles

Review of Cont. #5589 records, test report #993831 and the above test results indicate that the asphalt concrete as constructed in 1960 is of a 1.9 CBE quality based on our current mix design standards.
Based on the project construction test results, asphalt pay item quantities (5.2% of asphalt in the mix), the project mix design data and this design, the asphalt content of the pavement is 0.9 to 1.5% low. This results in rapid oxidation of asphalt and loss of pavement flexibility. Index of retained strength of the mix is slightly less than the specified 70% minimum.

Engineer of Materials

A-2-p

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

No. B20829
No. 40295
14-1025
Amount Charge $140.00
Date Received 1/24/72
Date Reported March 5, 1975

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need study

Project Hood River - Mosier Mix Type-Class "B" Mi
Contractor: Prime Warren Northwest Contract No. 3718 Fed. Aid No.
Paving Warren Northwest. Completed 1953
Engineer: Region J.F. Putnam Resident Benedict
Aggregate: Source Koberg Beach 1m. E of H.R. Sta. 1300 Type Quarry
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size ~~% Comb.~~	Contract No. 3718 Est. Ave.			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
3/4									
1/2	10.7			11.3	11.3	10.6	10.5		
3/8				16.6	16.5	15.5	15.4		
1/4	31.3			16.6	16.3	15.5	15.4		
4	9.7			10.3	10.3	9.6	9.6		
10	15.6			16.5	16.4	15.4	15.2		
40	11.5			12.2	12.2	11.4	11.3		
200	12.1			12.8	12.1	11.3	11.2		
-200	3.5			3.7	4.7	4.4	4.4		
~~No. Ave.~~ AC 5.6									
Asphalt Content Including 0.2 %Retention						6.3	7.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.31	2.42		
Mix Design % Voids @ 100% Compaction	4.2	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	38	40	37	37	39
Cohesion " " " "	181	301	393	398	459
Bulk Sp. Gravity @ 1st Compaction	2.28	2.30	2.32	2.34	2.35
Percent Voids " " "	10.6	9.1	7.6	6.0	4.9
Stability Value @ 2nd Compaction	49	44	44	44	44
Bulk Sp. Gravity @ 2nd Compaction	2.34	2.36	2.39	2.40	2.42
Percent Voids " " "	8.0	6.7	5.2	3.6	2.0
Real Gravity @ 0.5 Voids	2.55	2.53	2.51	2.49	2.47

Effect of Water on Cohesion: (OSHD-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. St. (%)	52	78	100+

Review of Cont. #3718 records, test report #993831 & the above test results indicate that the asphalt concrete as constructed in 1953 is of a 1.9 CBE quality. Index of Retained Strength of the mix is 68 at the project average asphalt content of 5.6%.

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist
2 X Files

R.J. Van Cleave

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay, Meen Slide.

Laboratory No. 75 3028
Data Sheet No. 10294
Prefix 653-1906
Amount Charge 70 —
Date Received 11/21/72
Date Reported March 10, 1975

Project [illegible] Roseburg W. Unit Mix Type-Class "B" [illegible]
Contractor: Prime [illegible] Contract No. 5157 Fed. Aid No.
Paving [illegible] Completed 1958
Engineer: Region [illegible] Resident V. Shell
Aggregate: Source Rt. Sta. 1672 Type Quarry
Asphalt: Brand Chevron Grade 85/100
MIX DESIGN PROPORTIONS: T.O.H.S. Cont. #3713

Agg. Size	Contract No. 3713			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry	Gradation - test sample washed by Rotarex				
~~% Comb.~~	R. Run			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
3/4	0			0	0	0	0		
1/2	5.1			4.3	4.5	9.0	8.7		
3/8									
1/4	33.8			33.3	33.1	33.2	33.0		
4	[illegible]			1.3	1.3	1.3	4.2		
10	[illegible]			[illegible]	16.3	15.[illegible]	15.3		
40	11.1			11.9	11.3	11.3	11.1		
200	13.[illegible]			13.[illegible]	[illegible]	10.9	10.8		
P200	[illegible]			5.2	[illegible]	5.7	3.7		
~~No. Ave~~ [illegible]									
Asphalt Content Including 0.3 Retention						[illegible]	6.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity - 100% Compaction	2.34	2.38		
Mix Design % Voids - 100% Compaction	[illegible]	[illegible]		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 285°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chev. 85/100	4.5	5.0	5.5	6.0	6.5
" Film Thickness	Thin	Suff.	[illegible]	Suff.	Suff. Th.
Stability Value - 1st Compaction	[illegible]	[illegible]	[illegible]	43	40
Cohesion " " " "	[illegible]	422	429	481	636
Bulk Sp. Gravity - 1st Compaction	2.42	2.43	2.46	2.50	2.51
Percent Voids " " "	4.7	[illegible]	6.9	[illegible]	4.2
Stability Value - 2nd Compaction	54	49	31	19	29
Bulk Sp. Gravity - 2nd Compaction	2.40	[illegible]	[illegible]	2.59	2.58
Percent Voids " " "	6.7	[illegible]	[illegible]	[illegible]	1.5
Real Gravity @ 0% Voids	2.68	[illegible]	[illegible]	[illegible]	2.62

Effect of Water on Cohesion (AASHO-T-165)

Asphalt Content (%) Chev. 85/100	4.5	5.5	6.5
Index of Ret. Str. (%)	70	86	100+

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist
2X Files

Review of Cont. #5157 records, test Report #993829 and the above test results indicate that the asphalt concrete as constructed in 1958 is of a 2.0 CBE quality based on our current mix design standards.

Engineer of Materials

A-2-r

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay [illegible] St[illegible]

Laboratory No. 20830
Data Sheet No. 40293
Prefix 614-1979
Amount Charge [illegible]
Date Received 1/24/75
Date Reported Mar. 10, 1975

Project E. Unit Shearer - Rowena Mix Type-Class [illegible]
Contractor: Prime [illegible] Contract No. [illegible] Fed. Aid No.
Paving Olsen [illegible] 6/6/59
Engineer: Region Resident [illegible]
Aggregate: Source [illegible] Type Quarry rock
Asphalt: Brand [illegible] Grade [illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	[illegible]			Cons. rec.		RECOMMENDED MIX PROPORTIONS			
				Dry	Extraction - test sample washed by Rotarex				
%-Comb.	[illegible]			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾									
½	10.5			11.1	11.5	[illegible]	10.2		
3/8									
¼	30.9			32.9	[illegible]	30.5	30.8		
4	9.2			[illegible]	9.7	9.1	9.0		
10	17.5			18.6	[illegible]	17.3	17.8		
40	13.7			[illegible]	[illegible]	13.5	13.4		
200	6.9			[illegible]	[illegible]	6.6	6.5		
P200	5.7			6.3	6.3	6.4	6.4		
~~No. Ave~~ AC	5.6								
Asphalt Content Including [illegible] Retention						6.[illegible]	[illegible]		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity - 1st Compaction	[illegible]	[illegible]		
Mix Design % Voids - 2nd Compaction	3.4	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - [illegible]
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%)	[illegible]	[illegible]	[illegible]	[illegible]	7.5
" Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	thick
Stability Value - 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	45
Cohesion " "	[illegible]	[illegible]	[illegible]	[illegible]	605
Bulk Sp. Gravity - 1st Compaction	[illegible]	[illegible]	[illegible]	2.36	2.38
Percent Voids "	[illegible]	[illegible]	[illegible]	[illegible]	2.9
Stability Value - 2nd Compaction	[illegible]	[illegible]	[illegible]	[illegible]	19
Bulk Sp. Gravity - 2nd Compaction	[illegible]	[illegible]	[illegible]	[illegible]	2.43
Percent Voids "	[illegible]	[illegible]	[illegible]	1.6	0.8
Real Gravity @ 0% Voids	[illegible]	[illegible]	[illegible]	2.47	2.45

Effect of Water on Cohesion (OHD-T-[illegible])

Asphalt Content %	[illegible]	6.5	7.5
Index of Ret. St. (%)	[illegible]	91	94

FWHA
X Construction
Maintenance
X Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist
2X Files

Review of Cont. #5200 records, test Report #993827 and the above test results indicate that the asphalt concrete as constructed in 1959 is of a 1.9 CBE quality based on our current design standards.
Based on the project construction test results and recently sampled pavement, indicate an asphalt deficiency of from 0.2% to 2.6%. This results in rapid oxidation of the asphalt and loss of pavement flexibility.

Engineer of Materials

A-2-s

OREGON STATE HIG[illegible] DIVISION
MATERIALS SECTION

La[illegible]tory No. 20941
Data Sheet No. [illegible] 94
Prefix 33-1906
Amount Charge $ 70 —
Date Received 1/21/75
Date Reported March 10, 1975

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Project Sh[illegible] - [illegible]   Mix Type-Class B [illegible]
Contractor: Prime Parker Schram Co. Contract No. 379[illegible] Fed. Aid No.
Paving Same   Completed: 10/22/53
Engineer: Region   Resident [illegible]
Aggregate: Source [illegible] 1672   Type Quarry Rock
Asphalt: Brand [illegible]   Grade 86/[illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	Contract 3793			[illegible]		[illegible] MIX PROPORTIONS			
~~% Comb.~~	21 Ave			Dry Sieve	[illegible] - [illegible] washed by Rotarex	Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
3/4									
1/2	8.7			2.5	2.5	9.0	6.9		
3/8									
1/4	33.[illegible]			35.3	3[illegible].1	33.2	37.0		
4	9.2			8.3	[illegible]	7.8	7.0		
10	1[illegible]			13.4	1[illegible].3	15.4	15.3		
40	11.1			11.3	11.8	11.2	11.1		
200	11.2			12.0	11.5	12.8	1[illegible]		
P200	4.[illegible]			5.2	6.0	5.7	5.7		
~~No. Ave~~ A/C	5.3								
Asphalt Content including 0.3 retention						5.3	[illegible]		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity - Lab Compaction	2.3[illegible]	[illegible]		
Mix Design % Voids - Lab Compaction	2.[illegible]	[illegible]		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - [illegible] °F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) [illegible]	[illegible]	[illegible]	[illegible]	6.0	6.5
" Film Thickness	[illegible]	[illegible]	[illegible]	Suff	Suff-thick
Stability Value - 1st Compaction	[illegible]	[illegible]	[illegible]	47	40
Cohesion "	[illegible]	[illegible]	[illegible]	480	636
Bulk Sp. Gravity - 1st Compaction	2.4[illegible]	2.[illegible]	[illegible]	2.55	2.51
Percent Voids "	[illegible]	[illegible]	[illegible]	[illegible]	4.2
Stability Value - 2nd Compaction	[illegible]	[illegible]	31	17	24
Bulk Sp. Gravity - 2nd Compaction	2.[illegible]	2.[illegible]	2.[illegible]	2.58	2.58
Percent Voids "	3.7	[illegible]	3.0	1.1	1.5
Real Gravity - 0% Voids	[illegible]	2.[illegible]	2.[illegible]	2.63	2.62

Effect of Water on Cohesion ([illegible])

Asphalt Content (%) [illegible]		[illegible]	6.5
Index of Ret. Str. (%)	70	96	100+

FWHA
XConstruction
Maintenance
XRegional Engineer
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist
2XFiles

Review of Cont. #3793 records, test report #75-3044 and the above test results indicate that the asphalt concrete as constructed in 1953 is of a 2.0 CBE quality based on our current mix design standards.

Engineer of Materials

A-2-t

Page

TRAFFIC ANALYSIS

SECTION: Hood River-Shogren

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

4900 Present ADT (19 60)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	170	2.3	391	281	450	126,450
3	65	2.3	150	108	1000	108,000
4	50	2.3	115	83	1250	103,750
5	490	2.3	1127	809	3180	2,572,620
6	5	2.3	12	9	2570	23,130
				1290	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,933,950

TWENTY YEAR EWL 58,679,000

TRAFFIC COEFFICIENT 10.9

TRAFFIC ANALYSIS

SECTION: Hood River-Shogren

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

4900 Present ADT (19 60)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	170	2.3	391	281	450	126,450
3	65	2.3	150	108	1000	108,000
4	50	2.3	115	83	1250	103,750
5	490	2.3	1127	809	3180	2,572,620
6	5	2.3	12	9	2570	23,130
				1290	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,933,950

SIX ~~TWENTY~~ YEAR EWL 17,603,700

TRAFFIC COEFFICIENT 9.5

TRAFFIC ANALYSIS

SECTION: W. & E. Units, SHOGREN - ROWENA
HIGHWAY: Columbia River (FAR 1)
COUNTY: Wasco

4,700 Present ADT (1958)
16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	165	2.25	371	268	450	120,600
3	60	2.25	135	98	1000	98,000
4	50	2.25	113	82	1250	102,500
5	470	2.25	1058	764	3180	2,429,520
6	5	2.25	11	9	2570	23,130
				1221 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 2,773,750
TWENTY YEAR EWL 55,475,000
TRAFFIC COEFFICIENT 10.9

Page ____

TRAFFIC ANALYSIS

SECTION: W. & E. Units, Shogren-Rowena
HIGHWAY: Columbia River (FAR 1)
COUNTY: Wasco

4700 Present ADT (19 58)
16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	165	2.25	371	268	450	120,600
3	60	2.25	135	98	1000	98,000
4	50	2.25	113	82	1250	102,500
5	470	2.25	1058	764	3180	2,429,520
6	5	2.25	11	9	2570	23,130
				1221	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,773,750
FOUR ~~TWENTY~~ YEAR EWL 11,095,000
TRAFFIC COEFFICIENT 9.0

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
WB M.P. 70.50		0.016
	0.020	
	0.020	
		0.017
	0.019	
	0.021	
		0.016
	0.019	
	0.018	
		0.018
	0.020	
	0.020	
		0.012
	0.016	
	0.019	
		0.014
EB M.P. 70.25		0.017
	0.013	
	0.016	
		0.013
	0.014	
	0.014	
		0.017
	0.016	
	0.016	
		0.017
	0.015	
	0.014	
		0.014
	0.015	
	0.016	
		0.018
WB M.P. 69.50		0.020
	0.013	
	0.015	
		0.019
	0.014	
	0.015	
		0.017
	0.019	
	0.017	
		0.015

Continued:

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
WB M.P. 69.50 Continued:	0.014	
	0.023	
		0.014
	0.013	
	0.015	
		0.011
EB M.P. 69.00		0.014
	0.011	
	0.014	
		0.011
	0.012	
	0.012	
		0.012
	0.012	
	0.011	
		0.013
	0.014	
	0.022	
		0.022
	0.022	
	0.023	
		0.022
	0.017	
	0.022	
		0.020
WB M.P. 68.50		0.016
	0.015	
	0.014	
		0.014
	0.017	
	0.016	
		0.012
	0.012	
	0.012	
		0.012
	0.014	
	0.014	
		0.015
	0.016	
	0.017	
		0.017

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
WB M.P. 69.50 Continued:	0.014	
	0.023	
		0.014
	0.013	
	0.015	
		0.011
EB M.P. 69.00		0.014
	0.011	
	0.014	
		0.011
	0.012	
	0.012	
		0.012
	0.012	
	0.011	
		0.013
	0.014	
	0.022	
		0.022
	0.022	
	0.023	
		0.022
	0.017	
	0.022	
		0.020
WB M.P. 68.50		0.016
	0.015	
	0.014	
		0.014
	0.017	
	0.016	
		0.012
	0.012	
	0.012	
		0.012
	0.014	
	0.014	
		0.015
	0.016	
	0.017	
		0.017

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
EB M.P. 68.00		0.015
	0.018	
	0.013	
		0.021
	0.019	
	0.015	
		0.015
	0.015	
	0.015	
		0.017
	0.015	
	0.015	
		0.014
	0.010	
	0.010	
		0.011
WB M.P. 67.50		0.013
	0.024	
	0.017	
		0.023
	0.019	
	0.017	
		0.020
	0.019	
	0.017	
		0.025
	0.022	
	0.019	
		0.017
	0.013	
	0.013	
		0.017
EB M.P. 67.00		0.022
	0.020	
	0.023	
		0.027
	0.024	
	0.025	
		0.018
	0.019	
	0.019	
		0.017

Continued:

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
EB M.P. 67.00 Continued:	0.021	
	0.021	
		0.017
	0.018	
	0.017	
		0.021
WB M.P. 66.50		0.019
	0.013	
	0.016	
		0.018
	0.021	
	0.015	
		0.020
	0.020	
	0.016	
		0.016
	0.020	
	0.018	
		0.020
	0.020	
	0.017	
		0.019
EB M.P. 66.00		0.022
	0.025	
	0.024	
		0.020
	0.022	
	0.011	
		0.011
	0.013	
	0.011	
		0.011
	0.011	
	0.011	
		0.011
	0.011	
	0.011	
		0.013
WB M.P. 65.35		0.019
	0.014	
	0.015	
		0.016 Continued:

Hood River-Shogren
Columbia River Highway (FAR 1)
Hood River & Wasco Counties

Mile Point	O.W.T.	I.W.T.
WB M.P. 65.35 Continued:	0.015	
	0.017	
		0.018
	0.014	
	0.012	
		0.016
	0.013	
	0.014	
		0.017
	0.013	
	0.011	
		0.017
EB M.P. 65.00		0.013
	0.014	
	0.014	
		0.018
	0.018	
	0.015	
		0.013
	0.018	
	0.016	
		0.012
	0.013	
	0.014	
		0.014
	0.012	
	0.014	
		0.015

West Unit, Shogren-Rowena
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
EB M.P. 74.00		
		0.013
	0.011	
	0.011	
		0.012
	0.013	
	0.013	
		0.010
	0.010	
	0.008	
		0.012
	0.010	
WB M.P. 73.55		
		0.015
	0.017	
	0.014	
		0.020
	0.015	
	0.012	
		0.019
	0.017	
	0.016	
		0.013
	0.012	
	0.009	
		0.014
	0.017	
	0.013	
		0.017
EB M.P. 73.00		
		0.017
	0.010	
	0.016	
		0.017
	0.014	
	0.014	
		0.019
	0.014	
	0.012	
		0.014
	0.008	
	0.010	
		0.013
	0.015	
	0.012	
		0.013

West Unit, Shogren-Rowena
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
WB M.P. 72.50		
		0.019
	0.018	
	0.012	
		0.014
	0.013	
	0.013	
		0.016
	0.014	
	0.014	
		0.016
	0.016	
	0.016	
		0.014
	0.016	
	0.014	
		0.018
EB M.P. 72.00		
		0.012
	0.013	
	0.014	
		0.018
	0.016	
	0.013	
		0.019
	0.014	
	0.022	
		0.021
	0.011	
	0.011	
		0.015
	0.011	
	0.009	
		0.014
WB M.P. 71.50		
		0.010
	0.010	
	0.018	
		0.028
	0.022	
	0.025	
		0.022
	0.019	
	0.017	
		0.020

Continued:

West Unit, Shogren-Rowena
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
WB M.P. 71.50 Continued:	0.019	
	0.018	
		0.024
	0.015	
	0.015	
		0.016
EB M.P. 71.00		0.014
	0.014	
	0.012	
		0.016
	0.014	
	0.014	
		0.015
	0.019	
	0.019	
		0.018
	0.019	
	0.021	
		0.016
	0.016	
	0.020	
		0.021

East Unit, Shogren-Rowena
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
EB M.P. 76.15		0.019
	0.024	
	0.023	
		0.018
	0.019	
	0.016	
		0.024
	0.014	
	0.014	
		0.015
	0.016	
	0.016	
		0.017
	0.021	
	0.021	
		0.018
WB M.P. 76.10		0.013
	0.016	
	0.017	
		0.019
	0.013	
	0.016	
		0.016
	0.010	
	0.014	
		0.017
	0.016	
	0.022	
		0.023
	0.019	
	0.013	
		0.012
WB M.P. 75.50		0.036
	0.027	
	0.026	
		0.025
	0.016	
	0.018	
		0.015
	0.017	
	0.012	
		0.013

Continued:

East Unit, Shogren-Rowena
Columbia River Highway (FAR 1)
Wasco County

Mile Point	O.W.T.	I.W.T.
WB M.P. 75.50 Continued:	0.026	
	0.016	
		0.017
	0.016	
	0.021	
		0.019
EB M.P. 75.00		0.012
	0.015	
	0.012	
		0.011
	0.014	
	0.012	
		0.010
	0.007	
	0.010	
		0.010
	0.010	
	0.011	
		0.010
	0.011	
	0.012	
		0.011
WB M.P. 74.35		0.010
	0.018	
	0.031	
		0.020
	0.024	
	0.025	
		0.019
	0.017	
	0.015	
		0.009
	0.013	
	0.018	
		0.017
	0.015	
	0.010	
		0.010
EB M.P. 74.12	0.011	
		0.012
	0.009	
	0.010	
		0.012

HOOD RIVER - SHOGREN OXING
Columbia River Highway (FAR 1)
Hood River County

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	IAR	OAD		"R" Value	% Nat. Moist.	CLASSIFICATION	
												P20	Wt.			AASHO	Textural
M.P. 67.5, WB, 10' Lt.	7	0 - 4.2	A.C.														
		4.2 - 6.2	Level Course														
		6.2 - 20.25	2.0"	64.6	23.7	7.0	4.0	21	0	66.7	12.7	21.39	0.3	80	—	A-1-a	Gravel
		20.25 - 30.0	+4.0"	49.8	35.5	24.1	17.2	22	0	15.4	13.6	12.49	0.4	63	14.3	A-1-b	Sa.Si.G
M.P. 65.5, WB, 10' Rt.	8	0 - 4.5	A.C.														
		4.5 - 6.5	Level Course														
		6.5 - 25.5	2.0"	86.5	50.4	11.3	5.7	23	0	—	—	17.97	0.4	77	—	A-1-a	Si.Sa.G
M.P. 63.5, WB, 11' Lt.	9	0 - 4.7	A.C.														
		4.7 - 6.7	Level Course														
		6.7 - 14.0	2.0"	85.6	55.9	15.4	7.7	22	0	61.5	—	19.05	0.4	79	—	A-1-a	Si.Sa.G
		14.0 - 22.0	+4.0"	27.3	16.3	7.2	4.9	32	5	32.6	13.6	11.40	0.4	74	10.4	A-1-a	Gravel

W. & E. UNITS of SHOGREN - ROWENA
Columbia River Highway (FAR 1)
Wasco County

												OAD				CLASSIFICATION	
M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	P20	Rt.	"R" Value	% Nat. Moist.	AASHO	Textural
M.P. 73.5, W.B., 9' Rt.	4	0 - 9.5	A.C.														
		9.5 - 17.5	2.0"	75.5	39.7	15.2	8.3	18	0	61.2	—	21.88	0.4	80	—	A-1-a	Si.Sa.Gr.
M.P. 71.5, W.B., 11' Lt.	5	0 - 5.7	A.C.														
		5.7 - 7.7	Level Course														
		7.7 - 13.5	2.0"	88.2	38.9	13.6	7.5	25	0	53.5	—	29.00	1.5	68	—	A-1-a	Si.Sa.Gr.
		13.5 - 18.5	2.0"	96.8	80.1	68.3	22.6	17	0	—	—	—	—	62	9.6	A-2-4	Gr.Si.Sa.
M.P. 69.5, W.B., 12' Rt.	6	0 - 4.6	A.C.														
		4.6 - 6.6	Level Course														
		6.6 - 13.0	Base Course (Fine)														
		13.0 - 21.0	3.0"	84.6	41.9	12.1	6.1	21	0	64.1	—	—	—	78	—	A-1-a	Si.Sa.Gr.
		21.0 - 26.0	3.0"	90.3	81.3	64.9	19.0	19	0	30.6	—	—	—	73	13.2	A-2-4	Gr.Si.Sa.

TRAFFIC ANALYSIS
1960-1980
TWENTY YEAR DESIGN PERIOD

SECTION: Hood River - Shogren

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

4900 Present ADT (19 60)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	170	2.3	391	281	38.25	10,748.25
3	65	2.3	150	108	81.76	8,830.08
4	50	2.3	115	83	105.30	8,739.90
5	490	2.3	1127	809	257.76	208,527.84
6	5	2.3	12	9	213.96	1,925.64
				1290 TOTAL		

18 kip s.a./day	654.169
TOTAL AVERAGE ANNUAL 18 kip s.a.	238,771.71
TWENTY YEAR 18 kip s.a.	4,775,434
RATIO	

TRAFFIC ANALYSIS

1960-1963

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Hood River - Shogren

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

4900 Present ADT (1960)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1960	*EXPANSION FACTOR*	*TOTAL TADT* 1963	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	170		203	187	38.25	7,152.75
3	65		78	72	81.76	5,886.72
4	50		60	55	105.30	5,791.50
5	490		586	538	257.76	138,674.88
6	5		6	6	213.96	1,283.76
				858 TOTAL		

18 kip s.a./day 435.040

(1960-1963) TOTAL AVERAGE ANNUAL 18 kip s.a. 158,789.61

Total (1960-1963) ~~TWENTY~~ THREE YEAR 18 kip s.a. 476,369

RATIO

TRAFFIC ANALYSIS
1960-1980
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Hood River-Shogren

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River & Wasco

4900 Present ADT (1960)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1960	*EXPANSION FACTOR*	*TOTAL TADT* 1980	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	170		391	281	38.25	10,748.25
3	65		150	108	81.76	8,830.08
4	50		115	83	105.30	8,739.90
5	490		1127	809	257.76	208,527.84
6	5		12	9	213.96	1,925.64
				1290 TOTAL		

18 kip s.a./day 654.169

(1960-1980) TOTAL AVERAGE ANNUAL 18 kip s.a. 238,771.71

Total (1960-1980) TWENTY YEAR 18 kip s.a. 4,775,434

RATIO ______

TRAFFIC ANALYSIS
1958-1978
TWENTY YEAR DESIGN PERIOD

SECTION: W. & E. Units, Shogren-Rowena

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4700 Present ADT (1958)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	165	2.25	371	268	38.25	10,251.00
3	60	2.25	135	98	81.76	8,012.48
4	50	2.25	113	82	105.30	8,634.60
5	470	2.25	1058	764	257.76	196,928.64
6	5	2.25	11	9	213.96	1,925.64
				1221 TOTAL		

18 kip s.a./day	618.500
TOTAL AVERAGE ANNUAL 18 kip s.a.	225,752.36
TWENTY YEAR 18 kip s.a.	4,515,047
RATIO	

TRAFFIC ANALYSIS
1959-1963
OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: W. & E. Units, Shogren-Rowena

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4700 Present ADT (1958)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1959	*EXPANSION FACTOR*	*TOTAL TADT* 1963	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	175		217	196	38.25	7,497.00
3	64		79	72	81.76	5,886.72
4	53		66	60	105.30	6,318.00
5	499		617	558	257.76	143,830.08
6	5		7	6	213.96	1,283.76
				892 TOTAL		

18 kip s.a./day 451.549

(1959-1963) TOTAL AVERAGE ANNUAL 18 kip s.a. 164,815.56

Total (1959-1963) FOUR ~~TWENTY~~ YEAR 18 kip s.a. 659,262

RATIO

TRAFFIC ANALYSIS
1959-1978
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: W. & E. Units, Shogren-Rowena

HIGHWAY: Columbia River (FAR 1)

COUNTY: Wasco

4700 Present ADT (1958)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
	1959		1978			
2	175		371	273	38.25	10,442.25
3	64		135	100	81.76	8,176.00
4	53		113	83	105.30	8,739.90
5	499		1058	779	257.76	200,795.04
6	5		11	8	213.96	1,711.68
				1243 TOTAL		

18 kip s.a./day	629.767
(1959-1978) TOTAL AVERAGE ANNUAL 18 kip s.a.	229,864.87
Total (1959-1978) NINETEEN ~~TWENTY~~ YEAR 18 kip s.a.	4,367,433
RATIO	

8209 80N

Salem, Oregon
January 27, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Victor D. Wolfe
Location Engineer

Survey
Rowena Interchange, Hood River-Rowena Section
Wasco County
Columbia River Highway

From all the data available we can see no particular problem with the existing interchange. Unless there are additional warrants of which we are not aware we do not feel we should revise the ramps or frontage roads.

The survey is returned to you. You may wish to follow through with the field's recommendation for structure widening.

DNS:we
cc: **Carl Williams**

Versteeg
A. Olson
Tarpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 28 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM -734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701

January 14, 1975

FILE: LOC 17

FROM: Ed Neilsen
Regional Design Engineer

TO: Victor D. Wolfe
Location Engineer
SALEM

SUBJECT: Survey
Rowena Interchange, Hood River-Rowena Section
Columbia River Highway
Wasco County
633-1906

Enclosed is the feasibility study data on the above project as per the letter of transmittal from Resident Engineer J. S. Sawyer, and as requested by Mr. J. H. Versteeg, Road Design Engineer.

It is felt that consideration should be given to a frontage road on the northerly side of the railroad right-of-way, beginning at the northerly point of the interchange and extending east between the two dedicated lanes shown on the vicinity map. This would provide for a safer access off and on the highway and eliminate the frontage road connection currently in use on the westbound off ramp. This will also allow the westbound off ramp to be revised and realigned.

Also recommended is the widening of structure no. 7552, which will enable it to be brought up to current standards. It is felt no work should be anticipated or considered for the southerly portion of the interchange.

EN:mr

enclosure

cc: J. H. Versteeg

[illegible]

80N

Salem, Oregon
October 24, 1974

J. H. Versteeg
Road Design Engineer

Carl M. Williams
Region IV Engineer

E. Hood River-Rowena
Columbia River Highway
Wasco County

Here are two prints of a possible safety revision to the Rowena Interchange. The plan would remove the frontage roads from the ramps and relocate them to the crossroad as per present safety standards. This is a 1967 vintage and has been included in the Interstate Needs Study ever since, although we have not seriously considered construction. A rough estimate for construction and right of way is $200,000.

We would appreciate your looking the situation over and giving us your recommendation on whether this revision is warranted and advisable. The cost estimate should also be checked in case any recent developments have occurred which could up the price.

DNS:we

Versteeg
A. Olson
Torpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 24 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8210 Barkley Springs-Algoma Sec. 1975
The Dalles-Calif Hwy N Kla. Falls
(grading, paving, barrier)

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REFER TO
FOR
Info | Inves | R/D | D.Y | See | Act | File

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF) IN BANKRUPTCY
)
PACIFIC CRUSHING COMPANY, doing business) NOS. B76-657
as Klamath Rock Products; Klamath)
Paving; Pacific Sand & Gravel Co.;)
Central Paving Co.; Central Rock Products;)
Page Paving Co.;)
PACIFIC SAND & GRAVEL Co., doing business) B76-658
as Central Rock Products; Central Paving)
Co.; and)
PAGE PAVING CO., doing business as) B76-659
Central Paving Co.; Central Rock Products)
)
Bankrupts*)

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER) AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE)

To the creditors:

The final report(s) and account(s) of the trustee (if appropriate: and of the receiver) in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on December 13, 1978, at 2:10 o'clock p.m., for the purpose (as appropriate) of examining and passing on the report(s) and account(s), acting on applications for allowances, & transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

APPLICANTS	COMMISSIONS OR FEES	EXPENSES
Robert Butts Receiver	$ 9,690.75	$ 510.95
Jack Dempsey Trustee	$ 4,965.76**	$ 157.67
Boyd J. Long Attorney for Receiver	$ 1,000.00	$ 121.09
William P. Brandsness Attorney for Trustee	$25,000.00**	$2,509.19
Robert D. Puckett Attorney for Trustee	$ 625.00	$None
Burgoyne & Thompson Accountants	$25,309.00**	$None

**In addition to previous allowances

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $962,075.99*** and total disbursements of $513,240.78***. The balance on hand is $448,835.21. ***The receipts and disbursements reflect $7,000.00 that was not property of the estates.

In addition to expenses of administration as may be allowed by the Court, liens and priority claims totalling: $None, must be paid in advance of any dividend to general creditors.

Based upon the balance on hand, the trustee represents that B76-657 Pacific Crushing Company has $435,203.08 available for unsecured creditors, subject to reduction for costs of administration; that B76-658 Pacific Sand & Gravel Company has $13,063.91 available for unsecured creditors, subject to reduction for costs

as Klamath Rock Products; Klamath)
Paving; Pacific Sand & Gravel Co.;)
Central Paving Co.; Central Rock Products;)
Page Paving Co.;)
PACIFIC SAND & GRAVEL Co., doing business) B76-658
as Central Rock Products; Central Paving)
Co.; and)
PAGE PAVING CO., doing business as) B76-659
Central Paving Co.; Central Rock Products)
)
Bankrupts*)

REFER TO
FOR
Info Inves R/D D.Y Sig Act File

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER) AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE)

To the creditors:

The final report(s) and account(s) of the trustee (if appropriate: and of the receiver) in this case having been filed,

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The following applications for allowances have been filed:

APPLICANTS	COMMISSIONS OR FEES	EXPENSES
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Jack Dempsey Trustee	$ 4,965.76**	$ 157.67
Boyd J. Long Attorney for Receiver	$ 1,000.00	$ 121.09
William P. Brandsness Attorney for Trustee	$25,000.00**	$2,509.19
Robert D. Puckett Attorney for Trustee	$ 625.00	$None
Burgoyne & Thompson Accountants	$25,309.00**	$None

**In addition to previous allowances

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $962,075.99*** and total disbursements of $513,240.78***. The balance on hand is $448,835.21. ***The receipts and disbursements reflect $7,000.00 that was not property of the estates.

In addition to expenses of administration as may be allowed by the Court, liens and priority claims totalling: $None, must be paid in advance of any dividend to general creditors.

Based upon the balance on hand, the trustee represents that B76-657 Pacific Crushing Company has $435,203.08 available for unsecured creditors, subject to reduction for costs of administration; that B76-658 Pacific Sand & Gravel Company has $13,063.91 available for unsecured creditors, subject to reduction for costs of administration; and that B76-659 Page Paving Co. has $568.22 available for unsecured creditors, subject to reduction for costs of administration.

NOTED
C. W. HEAD

CONTINUED ON PAGE 2

BK-82-S (3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re:

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [or that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

Name of Bankrupt	Number	Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [*or* that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

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3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

MICHAEL R. H[illegible]
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

DATED: December 1, 1978, at
Eugene, Oregon

TO CREDITORS:
ONLY THE BANKRUPT WHOSE NAME IS MARKED
ABOVE HAS LISTED YOU AS A CREDITOR

BK-82-S (3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re:

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [*or* that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.
2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.
3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [*or* that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

MICHAEL R. HOGAN
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

DATED: December 1, 1978, at
Eugene, Oregon

TO CREDITORS:
ONLY THE BANKRUPT WHOSE NAME IS MARKED
ABOVE HAS LISTED YOU AS A CREDITOR

Claims of general creditors of B76-657, Pacific Crushing Company, totaling $587,790.93****; of B76-658, Pacific Sand & Gravel Company, totaling $1,490.45; and of B76-659, Page Paving Co., totaling $37,928.50 have been allowed.

Unless good cause to the contrary is shown at the meeting, the assets and liabilities of the consolidated estates of these corporations will be marshalled for the basis of computing dividends to creditors.

The trustee's application to abandon the following property will be heard and acted upon at the meeting: certain accounts receivable as uncollectible. The trustee's petition to sell to Bertran J. Thickett four 4-drawer cabinets and one 2-drawer cabinet for $175.00 will be heard and acted upon at the meeting. ****In addition, a claim was filed in the amount of $60,000.00 and the trustee has applied for leave to compromise the claim asserted against the estate for payment of $30,000.00 to Paul Lansdowne, trustee of the estates of B76-1424 Arthur B. Woods and B76-1425 F. Edris Woods which will be heard and acted upon at the meeting.

THE BANKRUPTS HAVE BEEN DISCHARGED
(SEE OTHER SIDE OF THIS PAGE)

DATED: December 1, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

*Include all names used by the bankrupt within last 6 years.

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF) IN BANKRUPTCY
)
PACIFIC CRUSHING CO., dba Klamath Rock) NOS. B76-657,
Products; Klamath Paving; Pacific Sand)
and Gravel; Central Paving Co.; Central)
Rock Products; Page Paving Co.;)
PACIFIC SAND & GRAVEL; dba Central) B76-658, and
Paving Co.; Central Rock Products; and)
PAGE PAVING CO., dba Central Rock) B76-659
Products; Central Paving Co.)
)
Bankrupts)

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 10:00 o'clock a.m., to consider and act upon the following matters:

A stipulated settlement has been submitted by Jack L. Dempsey, trustee in the above-entitled bankruptcy proceedings, and United Pacific Insurance Company by their attorney, Charles L. Kobin, as follows:

1. That United Pacific Insurance Co. filed an unsecured claim in the above-entitled bankrupt estates in the sum of $73,829.75 on September 20, 1976.
2. In November, 1976 the trustee filed his complaint in the United States District Court for the District of Oregon requesting that the proceeds of funds paid by the State of Oregon, Department of Transportation be paid to the trustee.
3. An Agreement was reached between the attorney for the trustee and the attorney for United Pacific Insurance Co. that the trustee would dismiss the above-mentioned complaint and that United Pacific Insurance Co. would reduce it's claim in consideration of the dismissal of the suit.
4. The claimant then resubmitted a claim in the sum of $66,722.34 of which $9,556.56 was a priority claim. Upon further agreement between the attorneys for the parties, it was agreed that the claim be treated as an unsecured non-priority claim upon the condition that the trustee pay the sum of $32,500.00 as an advance against the eventual distribution to this claimant upon rendering of a Court Order.

WHEREFORE, the parties hereto pray for an Order of the Court dismissing the above-mentioned suit brought by the trustee against United Pacific Insurance Co. and allowing the claimant's claim in the sum of $66,722.34 as an unsecured, non-priority claim and that the trustee pay to the claimant the sum of $32,500.00 forthwith as an advance on the eventual distribution to this claimant.

Hearing on the Stipulated Settlement will be held at the above-named time and place.

DATED: **September 21, 1978, at**
Eugene, Oregon

SEP 22 '78
REFER TO
FOR

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF)	IN BANKRUPTCY
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel; Central Paving Co.; Central Rock Products; Page Paving Co.;)	NOS. B76-657,
PACIFIC SAND & GRAVEL; dba Central Rock Products; Central Paving Co.; and)	B76-658, and
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.)	B76-659
Bankrupts)	

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 1:30 o'clock p.m., to consider and act upon the following matters:

Among the assets of the bankrupt estates was certain crushed rock upon the premises, which represented 8,574.21 cubic yards of material. The trustee was able to sell said material between the period of April 30, 1976 to July 17, 1978, for a total sum of $29,587.10.

As a portion of the sales agreement, it was agreed between the trustee and Elbert W. and Wyoming Stiles, who were the original owners of said rock, that the trustee would pay the royalty for the rock at the rate of $.35 per cubic yard. That a billing has been submitted by Elbert W. and Wyoming Stiles for the said rock making a total amount due to Elbert W. and Wyoming Stiles of $3,000.97.

The trustee has applied to pay this amount to Elbert W. and Wyoming Stiles, and the application will be heard and acted upon at the above-named time and place.

DATED: September 21, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

#8210 7-6-78 8

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF)
)
PACIFIC CRUSHING COMPANY, dba)
Klamath Rock Products; Klamath)
Paving; Pacific Sand & Gravel Co.;)
Page Paving Co.; Central Paving Co.;)
Central Rock Products;)
PACIFIC SAND & GRAVEL COMPANY, dba)
Central Paving Co.; Central Rock)
Products; and)
PAGE PAVING COMPANY, dba Central)
Paving Co.; Central Rock Products)
)
Bankrupts)

BANKRUPTCY NOS. B76-657,
B76-658, and
B76-659

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FOR [illegible]
Info Inves R/D O.K. Sign Act File

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on July 12, 1978, at 2:10 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to sell, at private sale, 150 cubic yards of sub standard rock to Byrnes Construction Company for the sum of $600.00.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: July 6, 1978, at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

On July 6, 1978, an Order was entered herein shortening time for noticing pursuant to Section 58(a)(4) of the Bankruptcy Act, and Bankruptcy Rules 203(a)(2) and 906(c).

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products; PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankrupts

Bankruptcy Nos B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex Main Street, Klamath Falls, Oregon, on May 10, 1978 at 2:40 o'clock P.M. to consider and act upon the following matter:

Jack Dempsey, the trustee, has applied for partial payment of fees due to William Brandsness, attorney for the trustee in the amount of $16,000.00 and the application will be heard and acted upon at the above-named time and place.

DATED: April 25, 1978, at Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Bldg.
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products; PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankrupts

Bankruptcy No.s B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice Is hereby given that:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on April 12, 1978 at 1:45 o'clock P.M. to consider and act upon the following matter:

The trustee has applied for partial payment of fees due to attorney for trustee.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: April 3, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the **District of** Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company; Central Paving Company, Central Rock Products;	Bankruptcy Nos. B76-657
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products;	B76-658
PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company	B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

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Info Inves R/D D/R Sign Act File

Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company; Central Paving Company, Central Rock Products; — Bankruptcy Nos. B76-657

PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products; — B76-658

PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company — B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

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The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

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Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

C. E. LUCKEY

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company; Central Paving Company, Central Rock Products; — Bankruptcy Nos. B76-657

PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products; — B76-658

PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company — B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

> Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO
>
> Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

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FOR

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The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

Dated: February 24, 1978 at
Eugene, Oregon

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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BK-10 S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, DBA Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY, DBA Central Paving Co.; Central Rock Products; and PAGE PAVING COMPANY, DBA Central Rock Products; Central Paving Company
Bankrupts

Bankruptcy Nos B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on February 15, 1978, at 2:00 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to pay to Burgoyne & Thompson, Certified Public Accountants, for accounting and other services to the trustee during the period of November 26, 1976 to December 31, 1977 the sum of $22,020.00 together with expenses in the amount of $17.20.

The application of the trustee and the accounting firm for allowances will be heard and acted upon at the above-named time and place.

DATED: February 2, 1978 at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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IN THE

United States District Court

FOR THE

District of Oregon

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IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY,
PACIFIC SAND AND GRAVEL, and
PAGE PAVING COMPANY

Bankrupts

IN BANKRUPTCY

NO.S B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 14th day of December, 1977, at 3:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to compromise a claim asserted by Credit Alliance Corporation against assets in the hands of the trustee, wherein Credit Alliance Corporation asserts a secured interest in the amount of $46,240.51; together with interest of $15.20 per day from October 24, 1976 until paid; together with attorneys fees represented to be $17,500.00 in consideration of the trustees paying to Credit Alliance Corporation the sum of $37,500.00 in full settlement of all claims of Credit Alliance Corporation against the assets of the estate; together with a release by Credit Alliance Corporation of any asserted interest in an asphalt plant located at Redmond, Oregon.

The trustee's application will be heard and acted upon at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, December 2, 1977.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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SR

BK-10-C

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY: Doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co; Page Paving Company; Central Paving Company; Central Rock Products;
PACIFIC SAND & GRAVEL COMPANY; and
PAGE PAVING COMPANY
Bankrupts

IN BANKRUPTCY

NO.S B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 14th day of December, 19 77, at 3:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to accept a proposed stipulated compromise in the proceedings of Jack L. Dempsey, trustee, against Delbert Dean and Patsy Dean in the above entitled proceedings. Under the proposed compromise, Delbert Dean and Patsy Dean will pay to the bankrupt estate the sum of Seventy-five Thousand Dollars ($75,000.), cash, together with interest from September 15, 1977, at the rate of eight (8) percent per annum, and upon such payment the trustee would agree to dismissal of the actions against Delbert Dean and Patsy Dean pending in this proceeding.

The trustee's application will be heard and acted upon at the above named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, November 15, 1, 19 77.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF

PACIFIC CRUSHING CO.; doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products

Bankrupt.

IN BANKRUPTCY

NO. B76-657

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to sell at private sale a cabin situated upon lot 20, Crescent Lake Summer Homes to 3G, Inc. for the sum of $25,000 of which it is represented that $1,000 has been deposited as earnest money, $20,000 to be paid upon closing and the balance to be paid in five (5) monthly installments beginning forty-five (45) days after closing.

The trustee has also applied for leave to pay to the Internal Revenue Service $593.10 and $12.00 payroll taxes; and to pay priority wage claims of Keenan O. Holte, Leroy Vaughn, Dan E. Hooker and Arnie M. McDowell, each priority claim being in the amount of $600.00 less withholding and statutory taxes required; and to pay a priority claim of the Polk County Treasurer in the amount of $3,587.05.

The trustee's applications will be heard and considered at the above-named time and place.

and transact such other business as may properly come before the meeting

Dated at Eugene, Oregon, July 29, 1977.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

Bankrupt.

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 1977, at 2:00 o'clock P M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

7-25-77
cys Sellis,
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Dated at Eugene, Oregon, July 22, 1977.

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

Bankrupt.

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 1977, at 2:00 o'clock P.M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

7-25-77
c/p Sellie,
Fraser,
[illegible]

Dated at Eugene, Oregon, July 22, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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Copies to Sollis, Keasey
and Files
CWH

IN THE
United States District Court
FOR THE
District of Oregon
Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company

Bankrupts

IN BANKRUPTCY

NO. s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street, city of Klamath Falls, State of Oregon in the 18th day of March, 19 77, at 9:30 o'clock A. M., to consider and act upon the following matters:

The trustee has applied for leave to lease office space located at 721 Main Street, Klamath Falls, Oregon, for the purpose of storing and examining records of the bankrupts, for the sum of $35.00 per month from Frank Drew of Klamath Falls, Oregon. The trustee's application will be heard at the meeting.

The trustee has also petitioned the Court for an Order allowing Robert H. Fraser, the attorney appointed by the Court to handle litigation in the suit between Pacific Crushing Company and Weyerhaeuser Company, to settle said suit for $33,000.00. The trustee's petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, March 7, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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and Files
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IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company

Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 9:30 o'clock A. M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell the interest of the estate in P.U.C. permit #112300, class 1b and class 3, to Klamath Cement Cutting Company for $1,500.00, which petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, March 4, 19 77

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

Copies to
Jack Sollis
C. T. Keasey
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IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO. s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 1977, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court to pay to Burgoyne and Thompson, accountants for the bankrupt estates, the sum of $18,446.00, representing accounting, investigation and consultation services from April 28, 1976, to November 25, 1976, and th petition will be heard at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 15, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

BK-10-0

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company, and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
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NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court for an Order allowing disbursement out of the bankruptcy estate of partial trustee's fees in the sum of $5,000.00, which petition will be heard at the above time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 9, 19 77.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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IN THE

United States District Court

FOR THE

------------------------------------ District of ....Oregon............................

------------------------------ Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products· Klamath
Paving· Pacific Sand and Gravel Company Page Paving Company.
Central Paving Company: Central Rock Products and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company·
and Central Rock Products· and
PAGE PAVING COMPANY, dba Central Rock Products: and
Central Paving Company

Bankrupt.

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, in the city of Klamath Falls, State of Oregon, on the 15th day of December, 19 76, at 2:50 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell "a parcel of real property located four miles east of Florence, Oregon, at private sale to Freight Forwarders Limited for the sum of $30,000.00, the legal description of which is as follows:

> Number parcel 300 on map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South Range 11 W of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the ¼ corner between Sections 16 and 21 of said Township and Range thence Southwesterly 1,220.0 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said ¼ corner. Thence North 19 degrees 30 minutes West 520.0 feet to the point thence North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township and range thence North 89 degrees 46½ minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon, ALSO beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the ¼ corner between Sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Southeasterly right of way line of said railroad to its intersection with the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said ¼ corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said Highway to the true point of beginning in Lane County, Oregon containing more or less 15.61 acres."

As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

The trustee's petitions will be heard at the meeting.

DATED: December 2, 1976, at Eugene, Oregon.

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MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

Central Paving Company; Central Rock Products and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company;
and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and
Central Paving Company

Bankrupt.

IN BANKRUPTCY

NO.s B76-657
B76-658
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NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, in the city of Klamath Falls, State of Oregon, on the 15th day of December, 1976, at 2:50 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell "a parcel of real property located four miles east of Florence, Oregon, at private sale to Freight Forwarders Limited for the sum of $30,000.00, the legal description of which is as follows:

> Number parcel 300 on map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South Range 11 W of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the ¼ corner between Sections 16 and 21 of said Township and Range thence Southwesterly 1,220.0 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said ¼ corner. Thence North 19 degrees 30 minutes West 520.0 feet to the point thence North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township and range thence North 89 degrees 46½ minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon, ALSO beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the ¼ corner between Sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Southeasterly right of way line of said railroad to its intersection with the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said ¼ corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said Highway to the true point of beginning in Lane County, Oregon containing more or less 15.61 acres."

As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

The trustee's petitions will be heard at the meeting.

DATED: December 2, 1976, at Eugene, Oregon.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

RECEIVED
STATE HWY ENGR
DEC 3 '76
REFER TO
FOR

Info	Invest	R.D	D/R	Sign	Act	File

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1 - Cec Hea
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cy. [illegible]
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12-3-76

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 3	10-13-76	Project Number RF-26(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 546,850	$ 546,850
Federal funds	$ 427,580	$ 469,197
Other revisions		

This modification is made for the following reasons: To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $77,653

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-26(9) Safety

Barkley Springs-Algoma Section

The Dalles-California Hwy. In Klamath County

Revised Project Agreement Estimate.
Type Code 6201
Roadway Paving (MP 267.08 to MP 262.14)

Total same as previous estimate of May 4, 1976	$546,850.00

Length of Project - - - - - - - -	4.94 miles
Cost of Roadway per mile- - - - -	$110,698.38

*Federal Funds- - - - - - - - - - -	$469,197.00
State Funds- - - - - - - - - - - -	77,653.00
TOTAL	$546,850.00

Group 1 -	100%
Contract No. -	8210
Prefix -	18-1026

*Increase Federal Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-144		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 2	5-13-76	Project Number RF-26(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 546,850	$ 546,850
Federal funds	$ 427,580	$ 546,850
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 119,270 ."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Agency)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By A. F. Schroeder	By (Division Administrator) For: G. L. Green
Assistant State Highway Engineer (Title)	
By	
(Title)	
By	
(Title)	

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

82

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-70
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State	Oregon
County	Klamath
Project Number	RF-26(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 529,683	$ 546,850
Other revisions	$ 414,159	$ 427,580

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

[illegible]
✓

Oregon State Highway Division
Salem, Oregon May 4, 1976

Federal Aid Project
No. RF-26(9) Safety

Barkley Springs-Algoma Section

The Dalles-California Hwy. In Klamath County

Revised Project Agreement Estimate
Type Code 6201
Roadway Paving (MP 267.08 to MP 262.14)

Subtotal on previous estimate of June 5, 1975			$466,681.90
Previous Estimate Guardrail Type 2A	875 lin. ft.	11.00	9,625.00
Revised Estimate Guardrail Type 2A	2,250 lin. ft.	11.00	24,750.00
		Increase	15,125.00
		Subtotal	$481,806.90
		Engineering	65,043.10
		TOTAL	$546,850.00

Length of Project	4.94 miles
Cost of Roadway per mile	$110,698.38

Federal Funds	$427,580.00
State Funds	119,270.00
TOTAL	$546,850.00

Group 1 - 100%
Contract No. - 8210
Prefix - 18-1026

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-116

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6-12-75

Form Approved; O.M.B. No. 04-R2089

STATE
Oregon
COUNTY
Klamath
PROJECT NO.
RF-26(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 5.0 mi. S. of Modoc Point, S. 4.9 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-75	4.94
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 529,683	FEDERAL FUNDS $ 414,159

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E. J. Kruse
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. RF-26(9) Safety

BARKLEY SPRINGS-ALGOMA SECTION
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Paving)(M.P. 267.08 to M.P. 262.14)

Mobilization	All	Required		$ 30,350.00
Temporary Protection and Direction of Traffic	All	Required		1,000.00
Temporary Signs	500	sq.ft.	3.00	1,500.00
Flagmen	480	hour	14.00	6,720.00
Pilot Car	130	hour	20.00	2,600.00
Removal of Structures and Obstructions	All	Required		1,000.00
General Excavation	7,192	cu.yd.	3.20	23,014.00
Extra for Granular Embankment Material	2,640	cu.yd.	2.75	7,260.00
Rubble Wall Excavation	1,300	cu.yd.	3.00	3,900.00
Watering	175	M-gal.	5.00	875.00
Aggregate Shoulders	900	ton	4.85	4,365.00
1" - 0 Material in Base	3,050	ton	4.85	14,792.50
Class "C" Asphalt Concrete Mixture	4,400	ton	10.70	47,080.00
Class "C" Modified Asphalt Concrete Mixture	8,220	ton	11.35	93,297.00
Asphalt Cement in Mixture	860	ton	80.00	68,800.00
Portland Cement Additive in Class "C" Modified Mixture	82	ton	68.50	5,617.00
Asphalt Tack Coat	16	only	135.00	2,160.00
6-inch Culvert Pipe	588	lin.ft.	5.25	3,087.00
Guard Rail, Type 2A	875	lin.ft.	11.00	9,625.00
Guard Rail, Type 3	175	lin.ft.	21.50	3,762.50
Guard Rail Anchors, Type 1	7	only	335.00	2,345.00
Extra for Guard Rail Bridge Connections	7	only	385.00	2,695.00
Rail End pieces, Type C	7	only	160.00	1,120.00
Extra for Asphalt Approaches	3	only	100.00	300.00
Concrete Barrier	9,913	lin.ft.	11.50	113,999.50
Guide Posts	105	only	20.00	2,100.00
Membrane Waterproofing, Br. #7301	345	sq.yd.	15.90	5,485.50
Membrane Waterproofing, Br. #7302	285	sq.yd.	15.90	4,531.50
				$463,381.90

Anticipated Items		
Temporary Erosion Control	All Required	$ 2,500.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 3,300.00
	Subtotal	$466,681.90
	Engineering	63,001.10
	Total	$529,683.00

Length of Project - - - - - 4.94 Miles
Cost of Roadway Per Mile- - $107,223.27

Work Retained in Program Status

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Zebra Board Installation and Factory Formed Guard Rail (E.W.)	All Required	900.00
Install Pipe Under Barrier End (E.W.)	All Required	2,000.00
Delineate Barrier (E.W.)	All Required	300.00
	Subtotal	$ 4,200.00
	Engineering	567.00
	Total	$ 4,767.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$529,683.00	$414,159.00	$115,524.00
Retained in Program	4,767.00	3,727.00	1,040.00
Total	$534,450.00	$417,886.00	$116,564.00

Group 1 - 100%

Contract No. 8210

Prefix No.: 18-1026

BARKLEY SPRINGS-ALGOMA SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

OFFICE: 1974 — 732-628

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 9-20-76	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. RF-26(9)
COMPLETION DATE 12-15-75	ACCEPTANCE DATE BY CONTRACT AGENCY 8-12-76	TIME ELAPSED $\frac{159}{275}$ =57.8%	CONTRACT TIME a) 125 CWD b) 275 CWD
APPROVED EXTENSIONS None	LOCATION Approx. 7 miles north of Klamath Falls, Oregon on U.S. 97		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 2 76
Washington

BARKLEY SPRINGS-ALGOMA SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving & Barrier

This project provided for minor roadway widening, asphalt concrete pavement and construction of intermittent concrete shoulder barrier on 4.9 miles of The Dalles-California Highway.

The contract was awarded on May 29, 1975 to Klamath Paving Co. of Klamath Falls, Oregon, in the amount of $463,381.90. Work started on the project on June 26, 1975. The contract provided two contract times, namely 125 calendar workdays for completion of the shoulder barrier work and 275 calendar workdays for the completion of the project in its entirety. The contract was essentially complete on December 15, 1975. Upon completion of the paving work, it was determined that some patching would be required. Due to the lateness of the year, it was decided to hold this work over to the 1976 construction season so that the work could be done under more suitable weather conditions. This work has since been completed.

The final project cost (participating and non-participating) including engineering was $545,699.93. This overran the project authorization of $537,288.46 by 1.6 percent. The final amount for the original contract items was $494,992.76 which is an overrun 6.8 percent over the original contract amount of $463,381.90. A copy of the Resident Engineer's statement of overruns is attached to the Division Office copy of this report.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9-20-76	TITLE District Engineer	DATE 9/28/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

RF-26(9) 9-20-76

All participating work on this project has been completed. The project signing and striping are completed.

A final inspection of the project was made on July 15, 1976.

SEP 30 '76
REFER TO
FOR
Info | Inves | R/D | Sign | Act | File

STATE COPY 8210

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	16 — 18	19 — 2 — 4 — 22	5 — 23 — 24	25 — 8 — 27	9 — 28 — 12 — 30	13 — 31 — 15 — 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE Oregon	COUNTY Klamath	FEDERAL PROJECT NO. RF-26(9)	URBAN RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED June 16, 1975
20	FINAL CONSTRUCTION COST	DOL.	498,540		DATE COMPLETED December 15, 1975
21	LENGTH OF PROJECT	MILES	4.94		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 5,400	GROSS EARNINGS 48,622

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	370,000	
	9	PETROLEUM PRODUCTS	GAL.	19,500	
	1	CEMENT	BBL.	356	
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	240,177	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	934	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	13,225	
	15 95	AGGREGATES PRODUCED	TON CU. YD.	2,090	
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	2,425	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52	53 — 61	62 — 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	500
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State furnished materials should be added to Item 2 [illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check [illegible] with [illegible]

All figures should be [illegible] department [illegible] neers [illegible] earnings [illegible] tion amount [illegible] reasonable [illegible] respect to [illegible] quantity [illegible] concrete [illegible]

Generally [illegible] substantially less [illegible] includes cost [illegible] not required to be reported [illegible] a few percent [illegible] the indication [illegible] that there [illegible] the figures reported are [illegible] sheet of paper marked [illegible] actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate [illegible] costs incurred to date for [illegible] contractor, and State furnished materials.

"Length of Project" Report [illegible] roadway [illegible] bridge mileage.

Part B. INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and [illegible] wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - [illegible] regardless of size.

Item 6 - [illegible] regardless [illegible] plate pipe [illegible]

Item 7 - [illegible] for both [illegible] reinforcing [illegible] concrete pipe [illegible]

Item 8 - [illegible] steel [illegible]

Item 9 - [illegible] diesel oil [illegible] conversion [illegible]

Item 10 - [illegible] exclusive of [illegible]

Item 11 - [illegible] concrete [illegible] units [illegible]

Item 12 - [illegible]

Item 13 - [illegible] coating [illegible] drain and [illegible]

Item 14 - Report by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - [illegible] as sand [illegible]

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible] on the project [illegible] and the cost of [illegible] costs of equipment [illegible] included in this [illegible] repair [illegible]

Item 23 - [illegible] traffic [illegible]

Item 24 - [illegible] lighting [illegible] laminates [illegible]

Item 25 - [illegible] gated alarm [illegible]

Item 26 - [illegible]

Item 30 - [illegible] worked by and earnings of all [illegible] on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19 [illegible] should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

F-310

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 14, 1976

In reply refer to: 1041B.4

SUBJECT: Davis-Bacon Act
Oregon Project RF-26(9)
Barkley Springs - Algoma Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a recent ruling by the Department of Labor regarding the applicability of the Davis-Bacon Act to the work performed by Concrete Products, Inc., with respect to Oregon Project RF-26(9). This ruling was in response to your earlier request.

G.K. Horner
for G. L. Green

Attachment

CC: RICHARDS OSHD

RECEIVED
STATE HWY ENGR

SEP 16 '76

REFER TO
Construction

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Noted
GK

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

AUG 17

Mr. Norman S. MacPhee
Office of General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20590

Dear Mr. MacPhee:

This is in reference to your request for a ruling in accordance with section 5.12 of the Regulations, 29 CFR Part 5, Subtitle A, as to the applicability of the Davis-Bacon labor standards requirements of the Federal-Aid Highway Act to a firm fabricating and delivering concrete barriers.

According to the information submitted, and subsequently clarified in a telephone conversation between members of our respective offices, it appears that the following situation exists. Concrete Products, Inc., of Bellevue, Washington, set up a temporary fabrication facility in Klamath Falls, Oregon, adjacent to a concrete supplier, in order to make precast concrete shoulder barriers to contain falling rock for use along Highway 97 (ORE Project RF-26). At its nearest point the project is 9.1 miles from the temporary facility in Klamath Falls, and at its furthest point along the highway the facility is 14.4 miles away. Concrete Products, Inc. manufactured and delivered the barriers to the site; however, the firm did not install them along the road. After the firm manufactured and sold the concrete barriers to the prime contractor (unidentified), Concrete Products, Inc. removed its equipment from the Klamath Falls address and no longer maintains any business operation there. The information submitted does not indicate that Concrete Products, Inc. fabricated any items at the Klamath Falls facility for other construction projects or sold any of these items to the general public.

It appears that the fabrication facility in Klamath Falls was established exclusively for the Highway 97 project and situated adjacent to a concrete producing plant to convenience Concrete Products, Inc. It has consistently been this Department's position that fabrication plants, job headquarters, and tool yards, etc., established in the vicinity of a covered project exclusively or nearly exclusively for the purposes of serving the requirements of the construction contract, are covered by the labor standards provisions of the Davis-Bacon and Related Acts. The operator of such a facility is considered to be a subcontractor to the prime contractor and is not considered to be beyond the purview of the Act as a materialman.

Therefore, the laborers and mechanics employed by Concrete Products, Inc., at the fabrication facility would be entitled to receive the applicable prevailing wage rates determined for that contract. It logically follows that the employees delivering the concrete barriers to the site location would also be covered by the labor standards provisions of the Federal Aid Highway Act.

With regard to the contention of the firm's attorney that the Comptroller General does not necessarily agree with the Department of Labor's position that work away from the project site is covered, in this particular case the work is subject to the labor standards provisions of the Federal-Aid Highway Act which is a Davis-Bacon and Related Act. Accordingly, this Act is subject to Reorganization Plan #14 and the Secretary of Labor, not the Comptroller General, has the final authority as to coverage. The contractor should be advised of his right to appeal this ruling to the Wage Appeals Board.

Sincerely,

Ray J. Dolan
Assistant Administrator

8210

August 20, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 13, 1976, we wrote to you concerning release of final payment on Contract No. 8210 awarded to Klamath Paving Company for work on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $7,600 and the total contract amount is $496,353.15 including $94 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

1

August 18, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Gentlemen:

This is in reply to your letter of August 13 informing us that your claim in the amount of $40,324.95 against the bond taken from Klamath Paving Co. and United Pacific Insurance Company for Contract No. 8210 should be reinstated as it was originally filed on March 22, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

August 13, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, OR 97310

ATTN: Cecil Head

Gentlemen:

We wish to notify you that our claim in the amount of $40,324.95 against the bond taken from Klamath Paving Co. and United Pacific Insurance Co. for Contract No. 8210, Barkley Springs-Algoma Section which was released by our letter dated July 26, 1976 should be reinstated as it was originally filed on March 22, 1976.

We were paid by United Pacific Insurance Company in return for our rights in this claim against Klamath Paving; therefore, our claim as originally filed should not have been released.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

LA/sls

CC: United Pacific Insurance Co.
Bond Claim Department
728 St. Helens Avenue
Tacoma, WA 98402

RECEIVED
AUG 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

210,

1

BK-10-B

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; and Central Rock Products; and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; and Central Rock Products; and PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company

Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Bankruptcy Courtroom #410, United States Federal Building 211 East 7th Street in the city of Eugene, State of Oregon, on the 27th day of August, 1976, at 10:00 o'clock A M., to consider and act upon the following matters:

The trustee of the above entitled estates, Jack L. Dempsey, has petitioned the Court for an Order authorizing the appointment of Robert Fraser, of Luvaas, Cobb, Richards & Fraser, Attorneys at Law, 777 High Street, Eugene, Oregon, as the trustee's attorney to litigate the cause of Pacific Crushing Company dba Klamath Rock Products vs. Weyerhaeuser Company in Civil Case No. 75-293 in the United States District Court for Oregon, on a contingent fee basis of 33 1/3 percent of the recovery as the attorney fee, with the trustee to pay all costs advanced in the litigation. The above petition will be heard at the meeting.

STATE HWY ENGR

AUG 18 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, August 17, 1976.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8210

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

August 12, 1976

Robert L. Miller
Bond Claim Department
United Pacific Insurance Co.
728 St. Helens Ave.
Tacoma, WA 98402

Re: Barkley Springs - Algoma
Contract No. 8210
United Pacific Bond U-895910

Dear Mr. Miller:

Cecil Head requested that I respond to your inquiry regarding the payment of funds that had been retained due to labor compliance problems.

It seems that at the time I requested that these funds be released, our payments unit was ready to make final payment for all other items and needed only FHWA approval of the project. That approval was supposedly already in the mail at the time and so our payments unit waited for its receipt so that only one, rather than two, payments would have to be processed.

The FHWA approval was apparently misfiled at that office and we only just yesterday received it. The final payment is now being processed and you should receive it in the next few days.

I am sorry about this delay but I was unaware that you had not been paid the retained funds until Cecil informed me of your inquiry.

Very truly yours,

C. T.Keasey
Construction Engineer

By

Warren Richards
Labor Compliance Officer

WR:mk

cc: Cecil Head
Robert Church

Form 81-734-3122

8210

Mr. Head

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206—383-1481

cc to Jack Sollis

August 11, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Pacific Crushing Co. DBA Klamath Paving Co.

Dear Mr. Burgoyne:

Reference your July 28, 1976 letter inquiring about the contracts bonded by United Pacific for Klamath Paving Company. The records of United Pacific indicate they have paid losses, received contract funds, and incurred expenses as set forth below on the following State of Oregon highway projects:

Claim #	Job	Loss Paid	Job Funds Received	Expenses Paid	Total
01647	OSH 8279 Modoc Point	$ 63,017.07	$-24,177.20	$177.62	$39,017.49
01667	OSH 8210 Barkley-Springs	44,061.78	-17,957.30	103.61	26,208.09
01694	OSH 8238 - Link River-Bisbee	5,202.44			5,202.44
		$112,281.29	$-42,134.50	$281.23	$70,428.02

Further losses will be incurred by United Pacific in completing the various bonded projects and for payment of claims and/or suits brought against United Pacific's bond on the bonded projects. Also, there are contract funds to be received for completion of the work on the projects.

As you also know, there are claims and disputes still pending which arise out of the Klamath Paving subcontracts to S. D. Spencer & Son on OSH Contract No. 7970 and on the J. D. Dutton subcontract relating to the Federal Highway project at the west entrance of Crater Lake. Because of the additional claims and possible litigation against its bonds, United Pacific expects to incur further loss, cost and expenses in addition to the $70,428.02 incurred to date on the bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department
ljh
cc. Kobin & Meyer

RECEIVED
AUG 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8210 p

August 2, 1976

Coral Corporation
P.O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold

Gentlemen:

Thank you for your letter of July 26 advising us that your claim in the amount of $40,324.95 against the bond taken from Klamath Paving Company and United Pacific Insurance Company was paid in full on April 26, 1976.

Our records indicate that this was in reference to the Klamath Paving Company Contract No. 8210, Barkley Springs-Algoma Section in Klamath County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

G. W. Head
COMMISSION SERVICES

GWH:fkm
cc Klamath Paving Co.
P.O. Box 1180
Klamath Falls, OR 97601

United Pacific Ins. Co.
Fidelity and Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

United Pacific Ins. Co.
P. O. Box 1788
Eugene, OR 97401

ED U
5-2-76

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

July 26, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, OR 97310

ATTN: Cecil Head

Gentlemen:

We wish to notify you that our claim in the amount of $40,324.95 against the bond taken from Klamath Paving Co. and United Pacific Insurance Co. for Contract No. 8210, Barkley Springs-Algoma Section was paid in full on April 26, 1976 and can be released.

If you have any questions, please let me know.

Sincerely,

Larry Arnold

Larry Arnold

LA/sls

RECEIVED
JUL 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 30, 1976

Burgoyne & Thompson
Central Public Accountants
731 Main Street
Klamath Falls, OR 97601

Re: Pacific Crushing Co. dba Klamath Paving Co.
Contracts 8210, 8238, 8279

Since March 18, 1976, the Highway Division has made payment on the above contracts with Klamath Paving Co. directly to the bonding company, United Pacific Insurance Co. Please see the attached assignments by Klamath Paving Co. to United Pacific Insurance and related correspondence.

(1) Contract 8210, estimate 8SF, warrant 41107, $17,957.30. Picked up at Highway Building March 18, 1976 by Robert L. Miller of United Pacific Insurance Co.

(2) Contract 8238, estimate 7PF, $1,046.80, dated July 21, 1976. Currently out to United Pacific Insurance for signature before payment.

(3) Contract 8279, estimate 5SF, warrant 42313, $17,376.08. Mailed to United Pacific Insurance Co. on March 24, 1976.
Contract 8279, estimate 6SF, warrant 4136, $6,801.12. Warrant is in process unmailed as of this date.

Vernon E. Skoog, Controller

by ______________________
Janice Peterson
Contract Payment Executive

Encl.

cc: Robert A. Sandman
Jack Sollis
Robert D. Church

Form 81-734-3122

5010 7-

BK-10

IN THE

United States D[illegible]t Court

FOR THE

District [illegible] Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath [illegible]
Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving [illegible]
and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; &
Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central
Paving Company

Bankrupt

IN BANKRUPTCY

NO. B70-657
B70-658
B70-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Third Floor [illegible] in the
Main Street
city of Klamath Falls, State of Oregon, on the
11th day of August, 19 7[illegible], at 2:00 o'clock P [illegible], to consider and act
upon the following matters:

The trustee has applied for leave to sell the follow[illegible] property to Specialized Service of Klamath Falls, Oregon, for the sum [illegible].57:

1-S-800 Delco Remy; 1-D-617 Delco Remy; 1-D-61[illegible] 1-F-111 [illegible] Remy; 1-D-111 Delco Remy; 2-F-100PV Delco Remy; [illegible] PV Delco Remy; 1-D-407 Delco Remy; 1-[illegible]-400 Delco [illegible] 202 Delco Remy; 1-A-202 Delco Remy; 1-[illegible]-201 Delco Remy; 1-F-102[illegible] 1-D-20[illegible] Remy; 1-27-4 Hollet; 1-2[illegible]-29 Hollet; 1-27-52 Hollet [illegible] Hollet; 6-BTF-31 Auto Lite Plugs; 1-RS-6 Auto Lite Cap; 1-DC13A Auto [illegible] 1-S0028 Cole Hersee; 1-55021 Cole Hersee; 3-S-89D Champion; 1-UJ-[illegible] 2-D-16 Champion; 3-UJ-116 Champion; 5-R-45 AC; 2-C86T AC, 1-[illegible] 175 S; 1-175 Sig Star; 1-294823 Briggs & Stratton; and 1-20[illegible] [illegible]tional; to sell

55 Gates Belts; 109 AC Filter Elements and 30 Lamps ([illegible] bulbs) to Moty & VanDyke, Inc. of Klamath Falls, Oregon, for the sum of $[illegible] to sell the Bly, Oregon 1½-0 rock for $2.30 per yard and the Bly, Oregon 3/[illegible] rock for $2.30 per yard to Klamath Cement Cutting and Paving Company; to sell [illegible] Klamath Falls [illegible] 1½-0 and 3/4-0 rock for $3.20 per yard to Klamath Cement C[illegible] and Paving Company to sell the 1/4-0, 1½-3/4 for $3.40 per yard and the Klam[illegible] 3/4-1/2 and 1/2-1/4 for $3.40 per yard from the Oregon State Highway p[illegible] stock pile and $3.80 per yard from the State Land Board Property to Custo[illegible] and Paving Company.

The trustee has also applied to abandon personal property [illegible] bankruptcy estates held under a lease consisting of a 1972 Speci, Body 2U, [illegible] office trailer including front porch skirting material, drapes, [illegible] and screens on the grounds that said property has no realizable value an[illegible] estate is no longer in control of the land on which the trailer is located.

The trustee's applications will be heard at the above-name[illegible] and time.

23

[illegible] Klamath Rock Products; Klamath Pav[illegible]
Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.
and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; &
Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central
Paving Company

-------------- Bankrupt

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR [illegible]ING

NOTICE IS HEREBY GIVEN THAT:

☐ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Third Floor, [illegible] Annex, in the
Main Street
city of Klamath Falls, State of Oregon [illegible], on the

11th day of August, 1976, at 2:00 o'clock P [illegible], to consider and act

upon the following matters:

The trustee has applied for leave to sell the following [illegible] property to Specialized Service of Klamath Falls, Oregon, for the sum [illegible].57:

1-S-800 Delco Remy; 1-D-617 Delco Remy; 1-D-616 Delco [illegible] 1-D-111[illegible] Delco Remy; 1-D-111 Delco Remy; 2-F-100PV Delco Remy; 1-[illegible] [illegible]lco Remy; 1-D-101 PV Delco Remy; 1-D-407 Delco Remy; 1-F-400 Delco [illegible] -202 Delco Remy; 1-A-202 Delco Remy; 1-D-201 Delco Remy; 1-F-102[illegible] [illegible]; 1-D-203 Delco Remy; 1-27-4 Hollet; 1-23-29 Hollet; 1-27-52 Hollet [illegible]-3 Hollet; 8-BTF-31 Auto Lite Plugs; 1-RS-6 Auto Lite Cap; 1-DC13A Auto [illegible] [illegible]ond; 1-63928 Cole Hersee; 1-55921 Cole Hersee; 3-S-89D Champion; 1-CJ-[illegible] [illegible]ion; 2-D-16 Champion; 3-UJ-116 Champion; 5-R-45 AC; 2-C83T AC, 1-[illegible] KYSOR 175 of; 1-175 Sig Stat; 1-294623 Briggs & Stratton; and 1-20[illegible] National; to sell

55 Gates Belts; 109 AC Filter Elements and 30 Lamps (head-l[illegible] bulbs) to Moty & VanDyke, Inc. of Klamath Falls, Oregon, for the sum of $[illegible]; to sell the Bly, Oregon 1½-0 rock for $2.30 per yard and the Bly, Oregon 3/[illegible] rock for $2.30 per yard to Klamath Cement Cutting and Paving Company; to sell [illegible] Klamath Falls 1½-0, 1½-0 and 3/4-0 rock for $3.20 per yard to Klamath Cement Cut[illegible] and Paving Company; to sell the 1/4-0, 1½-3/4 for $3.40 per yard and the Klam[illegible] [illegible] 3/4-1/2 and 1/2-1/4 for $3.40 per yard from the Oregon State Highway [illegible] stock pile and $3.80 per yard from the State Land Board Property to Custom [illegible] and Paving Company.

The trustee has also applied to abandon personal property [illegible] bankruptcy estates held under a lease consisting of a 1972 Speci, Body 2U, S[illegible] 200, office trailer including front porch skirting material, drapes, [illegible] and screens on the grounds that said property has no realizable value and [illegible] estate is no longer in control of the land on which the trailer is located.

The trustee's applications will be heard at the above-named place and time.

DATED: July 28, 1976, at Eugene, Oregon

RECEIVED
STATE HWY ENG[illegible]
JUL 29 '76
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

MICHAEL R. [illegible] [illegible]
Room 404, [illegible] [illegible]
211 East 7th [illegible] [illegible]
Eugene, Oregon [illegible]

[illegible] 79
+
823

8210 15

1859

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 23, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, OR 97601

Attn: Mr. Fred Burgoyne

Re: Pacific Crushing Co., dba Klamath Paving Company
Contract Nos. 8210, 8238, and 8279

Your request for an accounting of amounts paid and/or owed on subject contracts is being forwarded to our Contract Payments Section. They will answer you direct.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: Robert L. Miller, United Pacific/Reliance Ins.Co.
Cecil Head w/attachments
Jack Sollis, w/attachments
C. T. Keasey, w/attachments
Bob Church, w/attachments, Please answer direct with cc to Region
E. J. Dunn, w/ attachments

RECEIVED
JUL 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

BURGOYNE & THOMPSON
CERTIFIED PUBLIC ACCOUNTANTS
731 MAIN STREET PHONE 884-4111
KLAMATH FALLS, OREGON 97601

FRED BURGOYNE, C.P.A.
ROGER W. THOMPSON, C.P.A.

July 22, 1976

Mr. Robert A. Sandmann
Regional Construction Engineer
Oregon State Highway Division, Region 4
P. O. Box 1249
Bend, Oregon 97701

Re: Pacific Crushing Co.,
dba Klamath Paving Co.

Dear Mr. Sandmann:

Would your office please confirm to us the amounts owed Klamath Paving Co. on March 18, 1976 on Contracts #8238, #8210 and #8279, and to whom the amounts due were paid.

We have a Contract Payment Voucher-Cover Sheet on Contract #8210, dated March 10, 1976, amounting to $17,957.30, Warrant #41107 and the same on Contract #8279, dated March 18, 1976, amounting to $17,376.08, Warrant #42313. To whom were these amounts ultimately paid? Klamath Paving Co. received none of the proceeds of either warrant.

Very truly yours,

Accountant for Trustee in Bankruptcy

cc: William P. Brandsness, Esq.

RECEIVED
JUL 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RE RME [✓ RCE] FAE
RPE RECEIVED ENV
RUE JUL 2[illegible] 1976 RDE
RSO REGION 4 RBE
ASSIGNED______________

43

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING SALEM, OREGON 97310

July 20, 1976

Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Re: Barkley Springs-Algoma
Contract No. 8210
United Pacific Bond U-895910

Dear Mr. Miller:

I am happy to report that checks made out to the employees have been received from Concrete Products, Inc. The checks will be forwarded to the employees by this office and we consider the prevailing wage rate requirements have been met.

I have notified our Contract Payments Unit to release the funds that were retained due to the failure of Concrete Products, Inc. to pay the required wage rates.

Very truly yours,

ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Labor Compliance Officer

WR:fr

bc: Jack Sollis
Cecil Head
Robert Sandmann
E. J. Dunn
Robert Church
FHWA
Ed Woodruff - U.S. Dept. of Labor
Bud Gardner - Oregon Bureau of Labor

#[illegible]

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 7, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Subject: Klamath Paving Company
(Pacific Crushing Co.)

Attn: Mr. Fred Burgoyne

Price Agreement No. 3 on Contract No. 8238, Link River-Bisbee Street, was signed by Mr. Gerald C. Lyon of United Pacific/Reliance Insurance Company, and submitted to this office for processing on June 11, 1976. Payment will be made in the normal manner when the Price Agreement is approved.

There are two (2) items on Contract 8238 that are unresolved at this time. I am waiting for additional information to be submitted by Mr. McDowell on an item involving work at a railroad crossing. Mr. McDowell is also to provide additional information relative to the time overrun on the project. At this time no other claims are outstanding or known. All retainage has been paid on this contract.

On Contract 8210, Barkley Springs-Algoma Road, all contract work is complete. All that remains is repair of some patching done last fall. I anticipate the repair work to be done this week. No payment will be made for the patching repair work. The semi-final estimate was submitted February 17, 1976 for processing. A minor amount of retainage is being held to cover A.C. penalty assessments. The amount is $100. or less.

On Contract 8279, Modoc Point (Units C & D), the overlay work required by Price Agreement No. 2 was completed satisfactorily last week. Payment for that work will be made by monthly estimate in the routine manner. The semi-final estimate will be submitted as soon as field computations are complete. I am expecting information from Mr. McDowell relative to an approximate $2,500. claim.

I hope this will answer your request for claim status on the respective contracts. If you have any further questions, please contact me.

RECEIVED
JUL 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert A. Sandmann
Regional Construction Engineer

READ
C W HEAD

RAS:pw

cc: Robert L. Miller, Arnie McDowell
Cecil W. Head, Jack Sollis, E.J.Dunn, C.T. Keasey

Form 81-734-3122

BURGOYNE & THOMPSON
CERTIFIED PUBLIC ACCOUNTANTS
731 MAIN STREET PHONE 884-4111
KLAMATH FALLS, OREGON 97601

FRED BURGOYNE, C.P.A.
ROGER W. THOMPSON, C.P.A.

June 30, 1976

RDE RE RME RDE FAE
RTE RECEIVED ENV
RUE JUL 1 1976 RDE
RSO REGION 4 RBE
ASSIGNED

Mr. Robert A. Sandmann
Regional Construction Engineer
State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Pacific Crushing Co.

Dear Mr. Sandmann:

In your letter of April 12, 1976 to the Klamath Paving Company, you enclosed Form A-169-5M for acceptance. As you well know, all the companies involved with Pacific Crushing Co. have filed bankruptcy proceedings and we are trying to find out just what the status of the contract claims against the Highway Division are. Will you please send us your accounting of the contractors' claims under OSHD Contract #8210 and 8279?

We understand that you have been working with United Pacific Indemnity Company and Arnie McDowell, the former secretary-treasurer of Pacific Crushing Co., to settle these claims.

We wish to thank you for your cooperation.

Very truly yours,

Accountant for
Trustee in Bankruptcy

FB:wh

7-2-76

BK-10-C

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products, and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,

☒ A hearing in said cause,

will be held at Equity Courtroom, Third Floor County Courthouse, in the city of Klamath Falls, State of Oregon, on the 14th day of July, 19 76, at 2:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to sell equipment of the Bankrupt at public auction upon securing stipulation from secured creditors that such sale be made with the proceeds of the sale to be charged with valid perfected security interests and for leave to employ Wershow-Ash-Lewis of Portland, Oregon, at a commission of 5%, with the trustee responsible for assembling painting and cleaning the equipment the auctioneer to pay all other costs of sale.

The trustee has also applied for leave to sell at private sale, a Bitumals trailer and pump to Klamath Cutting Company for $250.00 salvaged lumber parts from Copeland Lumber Yard fire to Creative Sales Research of Klamath Falls for $400.00 and a lot of Terex parts to Interstate Tractor and Equipment Company of Portland Oregon for $1,049.40.

The trustee has also applied for leave to employ Klamath Cement Cutting Co. to remove a crusher from the Klamath Falls, Oregon pit, on an hourly rate of $41.10 based upon furnishing necessary tools and 4 men and an estimated maximum of 40 required hours.

The trustee has also applied for leave to list real property of the estate situated in Klamath County Oregon, and Lane County, Oregon, for sale with J. Bruce Owens for sale at private sale and/or realtors to be selected which property is more fully described in Schedule B-1 of the Bankruptcy Petition B76-657, PACIFIC CRUSHING COMPANY the trustee to reserve the right in any such listings to make prior sale without obligation to the realtor by sale through public auction.

The trustee has also applied for leave to sell at private sale explosives located at the Klamath Falls plant of Pacific Crushing Company to C.P.I. Inc. for the sum of $3 521.41. Sale is represented as being imperative to avoid theft and danger.

The trustee's applications will be heard and acted upon at the above-named time and place.

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products, and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

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ENTERED at Eugene, Oregon, July 2 1976.

RECEIVED
STATE HWY ENGR
JUL 6 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

NOTED
C. W. HEAD

8210

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 22, 1976

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, WA 98402

Attn: Robert L. Miller
Bond Claim Dept.

Re: Prevailing Wage Rates
Klamath Paving Co. Projects
Contracts 8210, 8238, & 8279

Dear Mr. Miller:

Thank you for your prompt attention to the matter of the unpaid fringe benefits for the operating engineers that were employed by Klamath Paving Co. on the subject contracts. We have received your checks totaling $4,522.79 made out to the Operating Engineers Trust Fund and have sent them on to Mr. Booth of that organization. A copy of my letter to Mr. Booth is enclosed.

Also enclosed, per your request, are copies of pertinent Klamath Paving Co. certified payrolls. It was these payrolls that were used to determine the amount of fringe benefits earned by the covered employees during the September through December, 1975 period.

I learned in a telephone conversation this afternoon with James M. Martin, attorney for Concrete Products Inc., that Concrete Products will pay the prevailing wage rates for laborers employed by that firm in fabricating barriers for Contract 8210, Algoma-Barkley Springs. Mr. Martin says they will send a letter stating that they are paying under protest and that we should receive checks made out to the individuals within the next few days. It is my understanding that the letter of protest is solely to assure that the payment cannot be taken as a precedent that could prejudice their case in any possible future wage rate dispute.

Form 81-734-3123

Please forgive my delay in formally acknowledging receipt of your checks but I have been expecting to receive word from Concrete Products regarding their intentions and wanted to include that information. When we receive their checks, I will send you a copy of our letter acknowledging receipt.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

WR:mk

Attach.

cc: Cecil Head ✓
Jack Sollis

85.11 1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 16, 1976

Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Re: Fringe Benefit Payments
Klamath Paving Co.
Contracts 8210, 8238, 8279

Attn: Alfred R. Booth
Delinquency Coordinator

Dear Mr. Booth:

Attached you will find checks made out to the Operating Engineers Trust Fund totaling $4,522.79. This is payment for the September through December, 1975 fringe benefit payments required as part of the prevailing wage rates specified by the subject contracts. A list of the employees and the amounts that their accounts should be credited is attached. This information was taken from copies of certified contractor payrolls.

As you are probably aware, Klamath Paving Co. has filed bankurptcy and the checks therefore have been issued by the bonding company. The amount of payment is less than the $11,963.91 that you reported as unfinded in your March 1, 1976 letter to our resident engineer, partially due to the fact that not all of the company employees were covered by the prevailing wage rates of our contracts. Another reason for the difference in payment is that the contract prevailing wage rates are established at the time of bidding and are not necessarily the same as current union rates.

If you have any questions, please contact Warren Richards, phone number 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

cc: C. W. Head
Jack Sollis
Robert L. Miller,
United Pacific Ins. Co.

WR:mk

Attach.

Form 81-734-3122

83 15

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206 — 383-1481

June 11, 1976

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Warren Richards
Labor Compliance Officer

Dear Mr. Richards:

Contractor: Klamath Paving Company
Contract #8238, Link River-Bisbee Street
Contract #8279, Modoc Point (Unit C & D)
Contract #8210, Barkley Springs-Algoma Section

Consistent with our discussions at the June 8, 1976 meeting held at the Highway Department, enclosed you will find United Pacific's drafts payable to the Operating Engineers Trust Fund covering the amount of fringe benefits determined by your office as owing the Operating Engineers Trust Fund for work performed by their members on the above project. It is our understanding you will forward these payments to the Operating Engineers Trust Fund in settlement of their claims against the State of Oregon or United Pacific's bonds on the above projects.

With respect to the matter of underpayment to employees of Concrete Products, Inc., would you kindly advise whether or not Mr. Flynn makes these payments promptly. If he does not, United Pacific will forward such payments to your office on each of the individual employees in settlement of their claims on the assurance that the State of Oregon Highway Division will remit the $5,000 amount withheld for this purpose to United Pacific Insurance Company.

Thanks again for your prompt cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

RECEIVED

db
Enc.
cc: Cecil W. Head ✓
Jack Sollis-Assistant Attorney General
Mr. Arnie McDowell

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

June 11, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, OR 97601

RE: Klamath Paving Company Contracts No. 8210 - Barkley Springs - Algoma
No. 8279 - Modoc Point (Units C & D)
No. 8238 - Link River - Bisbee Street

Dear Mr. Brandsness:

I have received a copy of Mr. Charles L. Kobin's letter of May 26, 1976 and I am satisfied that the Highway Division has no obligation to make any payments under the above contracts to the trustees in bankruptcy and therefore I am advising the Highway Division to make all payments directly to the Bonding Company for the three contracts.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: Mr. Robert L. Miller
C. W. Head
Warren Richards
V. E. Skoog

ASPHALT PAVING CO.
GENERAL CONTRACTOR
P.O. Box 938 - 350 Spring Street
Klamath Falls, Oregon 97601
Phone 503/884-6521

GENE R. BYRNES

ASPHALT PAVING
CRUSHED ROCK
GRADING
EXCAVATION
RENTALS

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

June 2, 1976

CONTRACTING PARTY Oregon State Highway Division
Mr. E. J. Dunn, Resident Engineer

TYPE AND LOCATION OF WORK (1) Barkley Springs Section
(2) Modoc Point Section } The Dalles-Calif. Hwy

QUOTATIONS SUBJECT TO CHANGE OR CANCELLATION AFTER 30 DAYS

QUANTITY	UNIT	DESCRIPTION OF ITEM	UNIT PRICE	TOTAL PRICE
	(1)	Time and material plus 15% based		
		on the following schedule:		
		Foreman and pickup w/2-way radio	$ 200.	/day
		Blade grader, operated and maintained	26.50	/hr.
		Oil distributor, " " "	26.50	/hr.
		10 cy dump truck, " " "	22.50	/hr.
		10-12 ton roller, " " "	22.50	/hr.

Hotmix loaded into truck:	14.97/ton
Tack oil loaded into distributor:	.40/gal.
Laborer or raker-	13.50/hr.

(2) Approximately 240 tons of class "C" hotmix machine-laid on "fog tack" and rolled with a 10-12 ton steel roller; includes signs, pilot car, flagmen, supervision, complete.

$27.80/ton

YOUR SIGNATURE ON ONE COPY RETURNED TO US WILL MAKE THIS A LEGAL CONTRACT FOR THE PERFORMANCE OF THE ABOVE WORK.

ACCEPTED:

ASPHALT PAVING CO.

BY Gene R. Byrnes

.BNM

BND CON 2 6-1-76 10.28 AM

SANDMANN

THE MEETING WITH THE BONDING COMPANY REGARDING INCOMPLETE CONTRACT ITEMS ON KLAMATH PAVING JOBS WILL BE HELD AT 1 PM, TUESDAY, JUNE 8 IN THE SMALL CONFERENCE ROOM OF THE HIGHWAY BUILDING.

RICHARDS

FR$^{37}_{88}$.

xc: Cecil Head –
Jack Sollis

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

May 26, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

Dear Mr. Brandsness:

Consistent with our telephone conversation of last week, I advised that we represent United Pacific Insurance Company. Your letter of May 11, 1976, received by United Pacific on May 17, 1976, was referred to our office for response.

As you are aware, United Pacific is payment-performance bond surety for Klamath Paving Company on three Oregon State Highway projects. Klamath Paving, as you are aware, defaulted on each of these projects as well as others.

Claims have been received by United Pacific against each of the three above jobs referred to in your letter. In fact, United Pacific has paid claims and is out-of-pocket to date in the amount of $49,399.86 (exclusive of costs of adjustment and attorney's fees).

There are also substantial outstanding contingent claims on each of the above jobs totalling in excess of $30,000, and costs in a yet undetermined amount which will necessarily be incurred by United Pacific in order to complete work on two of the three mentioned jobs.

As advised by phone, I suggested that there are a number of cases dealing with priority rights between surety and trustees in bankruptcy which have been on the books for many years. I direct your attention particularly to the following authorities which stand for the proposition that United Pacific, as surety for a defaulting contractor, has expended its funds and, as a result of such defaults, is entitled to priority with respect to all job funds due or to become due from owner:

Pearlman v. Reliance Insurance Company, 371 US 132 (1962);

National Shawmut Bank v. New Amsterdam Casualty Co., 411 F.2d 843;

Prairie State National Bank v. U.S., 164 U.S. 227;

Home Indemnity Company v. U.S., 443 F.2nd 764 (1970); and

Aetna v. U.S., 435 F.2d. 1082.

An analysis of the above authorities is conclusive to me that United Pacific, under these circumstances, is entitled to all funds due or to become due from the State of Oregon from any other source on bonded jobs to the extent of United Pacific's loss.

I am sending a copy of this letter to the Oregon State Department of Transportation for their information, and request that the Department of Transportation, consistent with previous communications with United Pacific, send all job funds due or to become due to United Pacific Insurance Company.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

cc: Mr. Robert L. Miller of
United Pacific Insurance Company

Mr. C. W. Head of ✓
Department of Transportation

Mr. Jack Sollis of
Department of Transportation

RECEIVED
MAY 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

May 21, 1976

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Mr. Warren Richards
Labor Compliance Officer

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: #8210, Barkley Springs-Algoma Project

Dear Mr. Richards:

We appreciate receiving the information contained in your letter of May 3, 1976. We believe your office is aware of the fact that Klamath Paving Company has filed voluntary bankruptcy proceedings in the State of Oregon. Secondly, we believe your office is aware of the fact that Concrete Products, Inc. contests the State's contention that they were a subcontractor on this project. They contend the work performed by their clients was performed 8 or 10 miles from the project and is a type of work that would not ordinarily be carried out on the project site. Hence, they contend there is no question about the application of the Davis-Bacon Act requirements. However, since it appears the State of Oregon has determined that each of the covered employees of Concrete Products, Inc. are entitled to additional payment because of underpayment, it appears that the State of Oregon should promptly pay each of the covered employees individually, the amount of underpayment as determined by the State. We suggest these payments be made from the $5,000 amount the State of Oregon is currently withholding for this purpose.

Since United Pacific, as surety on the bond, claims a right to the remaining job funds on this project, we request the balance of these funds withheld be paid over to United Pacific Insurance Company.

United Pacific is also presently negotiating with the legal counsel for Concrete Products, Inc. with respect to this matter and their claim against Klamath Paving and United Pacific's bond on this project.

With respect to the complaint or claim from the Operating Engineers Trust Funds relating to employees fringe benefits, we believe you will agree this is a separate and distinct matter and that the Operating Engineers Trust Fund should file their claim against each of the specific projects pursuant to the requirements of the Oregon Statutes. United Pacific is willing to negotiate on any valid claim which the Operating Engineers Trust Funds desire to file against a specific project and United Pacific's bond on such project. So we believe your office should so advise the Operating Engineers Trust Fund.

Would you please inform us when your payments are made to the individual employees involved with the underpayment and when the remaining funds will be paid to United Pacific.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

db
cc: Cecil W. Head
Henningson, Stunz & Fonda

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

May 21, 1976

5/26 Sent copies to Sollis and Bond—

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

We acknowledge receipt of your May 4, 1976 letter concerning the additional items of work to be performed on Contract 8210 - Barkley Springs-Algoma Section, and 8279 - Modoc Point (Units C & D) Section. If it is possible for your resident engineers to prepare or obtain an estimate for doing the work on these two projects locally, we would like to have that information along with a copy of the estimate.

We also believe we can secure the services of Mr. Arnie McDowell who was formerly employed by Klamath Paving Company to accomplish this work. We are in the process of contacting Mr. McDowell in this regard.

We have also been informed that there are certain outstanding claims arising out of this project which have previously been discussed with representatives of the Highway Department, and Mr. McDowell has agreed to assist United Pacific with respect to negotiating settlement of the claims relating to these projects. We have been advised that there is a claim approximating $2,500 to be negotiated on the Modoc Point project. There is also a claim and remaining items to be negotiated on the Link River-Bisbee Street project, your Contract 8238. And, we understand there is a claim or contract adjustment to be made relating to the Barkley Springs contract. So, we would appreciate your representatives, who I believe may be Mr. Sandman and Mr. Poole, to meet with Mr. McDowell and myself at your office or the Highway Division office in Salem to try and arrive at some agreement with respect to the claims. If the Highway Division representatives could set a meeting date in Salem that is convenient some time during the first ten days of June, I am sure Mr. McDowell and I could arrange to meet with the Highway Division representatives.

In the meantime, we shall discuss this matter with Mr. McDowell and will request that he contact your representatives with respect to completing the work on the Barkley Springs and Modoc jobs.

In view of the bankruptcy filing of Pacific Crushing Co. dba Klamath Paving Co., it is obvious that Klamath Paving Co. is in default on its contracts with the State of Oregon. And, as you know, United Pacific contends it has a right to any and all contract funds due or to become due Klamath Paving Company on the State of Oregon contracts. For your further information, United Pacific has paid out the sum of $84,733.24 in settlement of valid claims arising out of these contracts. Your records will reflect United Pacific received contract funds totaling $35,333.38 from the State of Oregon on these projects. The loss incurred to date by United Pacific is $49,399.86. Consequently, United Pacific must insist that any and all contract funds due or to become due Klamath Paving Company on these State of Oregon contracts be paid to United Pacific or that such funds be utilized by the State of Oregon to satisfy any valid statutory claims arising out of or relating to these Highway construction contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILLIAM P. BRANDSNESS
ATTORNEY AT LAW
411 PINE STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 503/882-6616

May 11, 1976

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: ~~Klamath~~ Paving ~~Company~~ Contracts No. 8279,
No. 8210 and No. 8238

Dear Mr. Head:

Please be advised that I am the attorney for Jack Dempsey, Trustee in Bankruptcy of Klamath Paving Company, also known as Klamath Rock Products and Pacific Crushing, Inc., which corporation is now bankrupt. The petition in bankruptcy was filed on the 18th day of March, 1976, the same date as the assignment of the proceeds from the State of Oregon to United Pacific Insurance Company.

I believe that Boyd Long, who was the attorney for the Receiver, called you on April 5, 1976 and claimed the residue due under any and all of these contracts. Please be advised that we are not honoring these assignments and that all proceeds should be paid to the Trustee in Bankruptcy and if United Pacific Insurance Company has a lawful claim they may pursue the same through the Bankruptcy Court.

Very truly yours,

William P Brandsness
WILLIAM P. BRANDSNESS

WPB:ms

cc. United Pacific Insurance Company
Att: Robert L. Miller

Jack L. Dempsey

Hon. Michael R. Hogan

RECEIVED
[illegible]

12 - sent copy to Sellis
any action - [illegible]

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

April 16, 1976

4-19-6 Sollis rec-a copy.
Miller is sending addl-info-
to Sollis.

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. C. W. Head ✓
Commission Services and

Mr. Jack Sollis
Assistant Attorney General

Gentlemen:

Klamath Paving Company
State of Oregon Contract No. 8279 -
Modoc Point, Unit C & D Project

Contract No. 8210 - Barkley Springs-
Algoma Project

Contract No. 8238 - Link River-Bisbee
Street Project

Reference our previous disccussion and correspondence regarding contracts of Klamath Paving Company which were bonded by United Pacific Insurance Company, as you have already been informed, Pacific Crushing Company, dba Klamath Paving Co., has filed bankruptcy. In view of this bankruptcy filing and other reasons, we advise you United Pacific is asserting its rights to any contract funds, including retained funds, due or to become due Klamath Paving Company on these contracts. We claim these rights by virtue of the terms and conditions of the Indemnity Agreement executed by Pacific Crushing Company, dba Klamath Paving Company in order to procure the bonds from United Pacific for these projects. In addition, United Pacific is claiming the funds under the doctrine of equitable subrogation and the right to be indemnified from contract funds.

It is our expressed contention that any contract funds due or to become due Klamath Paving Company, including retained funds, be first utilized to satisfy any valid labor and material claims or other statutory claims against the contract and bond and also by the State of Oregon Highway Department for completion of work on the Modoc Point project which has not been completed.

We shall expect the State of Oregon to either pay the contract funds over to United Pacific who has already paid claims arising from the projects or utilize those funds consistent with the State's statutory authority to satisfy valid labor and material claims or statutory liens from such funds of the contractor. (Reference ORS 279.314)

With respect to the enclosed "Continuing Agreement of Indemnity-Contractor's Form" dated February 25, 1975, which specifically relates to bonds on the above-mentioned projects, your attention is directed to Paragraph Second, Fourth, Fifth, Sixth and Eighth of this agreement in addition to other applicable provisions of the agreement.

As of this date, United Pacific has paid labor and material claims totalling $32,771.19 on the Modoc project. It is in the process of settling claims presented by Coral Corporation of $11,637.10 on the Modoc job and $40,324.95 on the Barkley Springs job. We are investigating additional claims filed and expect other claims will be received against these bonded projects.

Your cooperation in these matters will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

db
cc: Kobin & Meyer-Attorneys

RECEIVED
APR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC INSURANCE COMPANY

CONTINUING AGREEMENT OF INDEMNITY—CONTRACTOR'S FORM

THIS AGREEMENT is made by the undersigned for the continuing benefit of the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation (hereinafter referred to as the Surety), for the purpose of saving it harmless and indemnifying it from all loss and expense in connection with any Bonds executed on behalf of any one or more of the following persons, firms or corporations: Pacific Crushing Co., an Oregon Corporation; Pacific Crushing Co. d/b/a Klamath Rock Products; Pacific Crushing Co., d/b/a Klamath Paving Company

(hereinafter referred to as Contractor).

WITNESSETH,

WHEREAS, the Contractor, individually or jointly with others, may desire or be required from time to time to give certain bonds, undertakings, or instruments of guarantee (all of which will hereinafter be included within the term "Bond" or "Bonds"), and

WHEREAS, upon the express condition that this instrument be executed, the Surety has executed or procured the execution of, and may hereafter execute or procure the execution of such Bonds.

NOW, THEREFORE, in consideration of the execution of any such Bond or Bonds and as an inducement to such execution, we, the undersigned, agree and bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, as follows:

FIRST: To pay all premiums on said Bonds computed in accordance with the Surety's regular manual of rates in effect on the date said Bonds are executed.

SECOND: To indemnify, and keep indemnified, and hold and save harmless the Surety against all demands, claims, loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by the Surety by reason of executing or procuring the execution of any said Bond or Bonds, or any other Bonds, which may be already or hereafter executed for or at the request of the undersigned, or renewal or continuation thereof; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom, recovering or attempting to recover any salvage in connection therewith or enforcing by litigation or otherwise any of the agreements herein contained. Payment of amounts due Surety hereunder together with legal interest shall be payable upon demand.

THIRD: To furnish money to the Contractor or to the Surety as needed for the prompt payment of labor, materials, and any other costs or expenses in connection with the performance of contracts when and as requested to do so by the Surety.

FOURTH: To assign, transfer and convey, and each of the undersigned does by these presents assign, transfer and convey to the Surety, as of the date of execution of said Bond or Bonds, as collateral security for the full performance of the covenants and agreements herein contained and the payment of any other indebtedness or liability of the undersigned to the Surety, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of any such Bond or Bonds, or may thereafter be, about or upon the site of the work to be performed under the contract referred to in and guaranteed by such Bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any subcontract in connection with said contract, and against any subcontractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said contract, and against any surety or sureties of any such materialmen, subcontractor, laborer or other person, firm or corporation;

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the obligee under said contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said contract or such Bond or Bonds or of the terms of this Agreement or at the time of any advance, payment or guaranty by the Surety for the purpose of avoiding such abandonment, forfeiture or breach, may be due or may thereafter become due under said contract to or on behalf of the undersigned, together with any and all sums due or which may thereafter become due under or on all other contracts, bonded or unbonded, in which any or all of the undersigned have an interest.

FIFTH: Each of the undersigned does hereby irrevocably nominate and appoint any officer of the Surety the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event the Contractor fails or is unable to complete the work called for by the contract guaranteed by any Bond or in the event of the breach of any provision of this Agreement to execute on behalf of, and sign the names of each of the undersigned to, any voucher, release, satisfaction, check, bill of sale of all or any property by this Agreement assigned to the Surety or any other paper or contract necessary or desired to carry into effect the purposes of this Agreement; with full right and authority also, in such event, to dispose of the performance of said contract by subletting the same in the name of the Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or the Surety may lawfully do in the premises and further authorizes and empowers the Surety and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and subcontracts and all other collateral security mentioned in this Agreement and enforce, use, employ and dispose thereof for the purposes set forth in this Agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless the Surety and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this Agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against the Surety or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

BDU-2009 ED. 7-71

SIXTH: That if Surety shall be required or shall [illegible]n it necessary to set up a reserve in any amount to c[illegible] any claim, demand, liability, expense, suit, order, judgment or adjudication under or on any Bond or Bonds or for any other reason whatsoever, to immediately upon demand deposit with Surety an amount of money sufficient to cover such reserve and any increase thereof, such funds to be held by Surety as collateral, in addition to the indemnity afforded by this instrument, with the right to use such funds or any part thereof, at any time, in payment or compromise of any liability, claims, demands, judgment, damages, fees and disbursements or other expenses; and the undersigned, in the event of their failure to comply with such demand, hereby authorize and empower any attorney of any court of record of the United States or any of its territories or possessions, to appear for them or any of them in any suit by Surety and to confess judgment against them or any of them for any sum or sums of money up to the amount of any or all Bond or Bonds, with costs, interest and reasonable attorneys' fees; such judgment, however, to be satisfied upon the payment of any and all such sums as may be found due by the undersigned to Surety under the terms of this Agreement. Demand shall be sufficient if sent by registered or certified mail to the undersigned at the address or addresses given herein or last known to Surety, whether or not actually received.

SEVENTH: All collateral security held by or assigned to the Surety may be used by the Surety at any time in payment of any claim, loss or expense which the undersigned have agreed to pay hereby, whether or not such claim, loss or expense arises out of or in connection with such Bond or contract under which such collateral is held. The Surety may sell or realize upon any or all such collateral security, at public or private sale, with or without notice to the undersigned or any of them, and with the right to be purchaser itself at any such public sale, and shall be accountable to the undersigned only for such surplus or remainder of such collateral security or the proceeds thereof as may be in the Surety's possession after it has been fully indemnified as in this Agreement provided. The Surety shall not be liable for decrease in value or loss or destruction of or damage to such security, however caused.

EIGHTH: The Surety shall have the right, at its option and in its sole discretion:

(a) To deem this Agreement breached should the Contractor become involved in any agreement or proceeding of liquidation, receivership, or bankruptcy, voluntarily or involuntarily, or should the Contractor if an individual die, be convicted of a felony, become a fugitive from justice, or for any reason disappears and cannot immediately be found by the Surety by use of usual methods.

(b) To take possession of the work under any contract and at the expense of the undersigned to complete or to contract for the completion of the same, or to consent to the re-letting of the completion thereof by the obligee in said contract Bond or Bonds, or to take such other steps as in the discretion of the Surety may be advisable or necessary to obtain its release or to secure itself from loss thereunder.

(c) To adjust, settle or compromise any claim, demand, suit or judgment upon said Bond or Bonds, or any of them, unless the undersigned shall request in writing the Surety to litigate such claim or demand, or defend such suit, or appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount to be used in paying any judgment or judgments rendered with interest, costs and attorneys' fees.

All damage, loss or expense of any nature which the Surety may incur under Section Eighth shall be borne by the undersigned.

NINTH: The Surety shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon said Bond or Bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned (except as provided in Section Eighth (c) hereof); and any loss, costs, charges, expense or liability thereby sustained or incurred, as well as any and all disbursements on account of costs, expenses and attorneys' fees, deemed necessary or advisable by the Surety, shall be borne and paid immediately by the undersigned, together with legal interest. In the event of any payment, settlement, compromise or investigation, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of the Surety or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to the Surety in any claim or suit hereunder and in any and all matters arising between the undersigned and the Surety.

TENTH: The Surety is further authorized and empowered to advance money or to guarantee loans to the Contractor which the Surety may see fit to advance to said Contractor for the purpose of any contract referred to in or guaranteed by said Bond or Bonds; and all money so loaned or advanced and all costs, attorneys' fees and expenses incurred by the Surety in relation thereto, unless repaid with legal interest when due, shall be conclusively presumed to be a loss by the Surety for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced to the Contractor for the purpose of any such contract should not be so used by the Contractor. The undersigned hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any said Bond or Bonds, and waive notice of any and all liability of the Surety under any said Bond or Bonds or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to the Surety hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

ELEVENTH: No assent, assignment, change in time or manner of payment or other change or extension in the terms of any Bond or of any contract referred to in such Bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by the Surety or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. This Agreement shall apply to any and all renewal, continuation or substitution bonds executed by the Surety. The Surety shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or executing any assent, assignment, change or extension.

TWELFTH: Until the Surety shall have been furnished with competent legal evidence of its discharge without loss from any and all Bonds, the Surety shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to the Surety the amount of such deposits as of any date requested and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by the Surety concerning any transaction. The Surety may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

THIRTEENTH: Each of the undersigned does hereby waive all right to claim any property, including homestead as exempt from levy, execution, sale or other legal process under the law of any state, province or other government as against the rights of the Surety to proceed against the same for indemnity hereunder.

FOURTEENTH: The Surety shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which the Surety might have if this instrument were not executed. The undersigned will, on request of the Surety procure the discharge of the Surety from any Bonds, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action. The Surety shall be notified immediately by the undersigned of any claim or action which may result in a claim against the Surety, such notice to be given by registered mail to the Surety at its Home Office in Tacoma, Washington. In the event of legal proceedings against the Surety, upon or on account of any said Bond or Bonds, the Surety may apply for a court order making any or all of the undersigned parties defendants, and each undersigned hereby consents to the granting of such application and agrees to become such a party defendant and to allow judgment, in the event of judgment against the Surety, to be rendered also against such undersigned in like amount and in favor of the Surety, if the Surety so desires.

FIFTEENTH: The Surety reserves the right to decline to execute any such Bond; and if it shall execute any proposal Bond, and if the Contractor is awarded the contract, the Contractor shall not be obligated to obtain any Bond or Bonds required by the contract from the Surety nor shall the Surety be obligated to execute such Bond or Bonds.

SIXTEENTH: This Agreement shall, in all its terms and agreements, be for the benefit of and protect any person or company joining with the Surety in executing said Bond or Bonds, or any of them, or executing at the request of the Surety said Bond or Bonds, or any of them as well as any company or companies assuming co-suretyship or reinsurance thereon.

SEVENTEENTH: The undersigned warrant th [illegible] of them is specifically and beneficially interested in t [illegible] ing of each Bond. Failure to execute, or defective execution, by any party, shall not affect the val [illegible] this obligation as to any other party executing the [illegible] and each such other party shall remain fully bound and liable hereunder. Invalidity of any portion or [illegible] ision of this Agreement by reason of the laws of any s [illegible] or for any other reason shall not render the other provisions or portions hereof invalid. Execution of any application for any Bond by the Contractor, or of any other indemnity agreement by any undersigned for the Contractor shall in no way abrogate, waive or diminish any rights of Surety under this Agreement. The undersigned acknowledge that the execution of this Agreement and the undertaking of indemnity was not made in reliance upon any representation concerning the financial responsibility of any undersigned, or concerning the competence of the Contractor to perform.

EIGHTEENTH: Each of the undersigned expressly recognizes and covenants that this Agreement is a continuing obligation applying to and indemnifying the Surety as to any and all Bonds (whether or not covered by any application signed by Contractor—such application to be considered between the parties hereto as merely supplemental to this Continuing Agreement of Indemnity) heretofore or hereafter executed by Surety on behalf of Contractor (whether contracting alone or as a Co-adventurer) until this Agreement shall be canceled in the manner hereinafter provided. Any of the undersigned may notify the Surety at its Home Office in Tacoma, Washington, of such undersigned's withdrawal from this Agreement; such notice shall be sent by certified or registered mail and shall state when, not less than thirty days after receipt of such notice by the Surety, such withdrawal shall be effective. Such undersigned will not be liable under this Agreement as to any Bonds executed by the Surety after the effective date of such notice; provided, that as to any and all such Bonds executed or authorized by the Surety prior to effective date of such notice and as to any and all renewals, continuations and extensions thereof or substitutions therefor (and, if a proposal or Bid Bond has been executed or authorized prior to such effective date, as to any contract Bond executed pursuant thereto) regardless of when the same are executed, such undersigned shall be and remain fully liable hereunder, as if said notice had not been served. Such withdrawal by any undersigned shall in no way affect the obligation of any other undersigned who has given no such notice of termination.

NINETEENTH: That this Agreement shall constitute a Security Agreement to Surety and also a Financing Statement, both in accordance with the provisions of the Uniform Commercial Code of every jurisdiction wherein such Code is in effect, but that the filing or recording of this Agreement shall be solely at the option of Surety and that the failure to do so shall not release or impair any of the obligations of the undersigned under this Agreement or otherwise arising, nor shall such failure be in any manner in derogation of the rights of Surety under this Agreement or otherwise.

Signed, sealed, and dated this 29th day of January 1975

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

(Seal)

Arnie M. McDowell (Seal)
Attest: Arnie M. McDowell, Sec.

Bernard L. Hayes (Seal)
Attest: Bernard L. Hayes, Sec.

Arnie M. McDowell
Arnie M. McDowell, Individually (Seal)

Marlene McDowell
Marlene McDowell, Individually

LeRoy E. Vaughan (Seal)
LeRoy E. Vaughan, Individually

Glenna Vaughan
Glenna Vaughan, Individually

Dan E. Hooker
Dan E. Hooker, Individually

Pacific Crushing Co.

Bernard L. Hayes
Bernard L. Hayes, President (Seal)

Pacific Crushing Co. d/b/a Klamath Rock Products and/or Klamath Paving Company (Seal)

Bernard L. Hayes
Bernard L. Hayes, President (Seal)

Central Oregon Pavers, Inc.

Arthur B. Woods
Arthur B. Woods, President (Seal)

Arthur B. Woods
Arthur B. Woods, Individually (Seal)

Edris Woods
Edris Woods, Individually (Seal)

Bernard L. Hayes
Bernard L. Hayes, Individually

UNITED PACIFIC INSURANCE COMPANY

By:

IMPORTANT: Print or type the name and address of each signatory to this agreement. Each signature must be acknowledged —See REVERSE HEREOF.

STATE OF Oregon
COUNTY OF Klamath } ss.
On this 29th day of January, 1975 before me personally appeared
Arthur B. Wood, Dan E. Hooker, Bernard L. Hayes
to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as h free and voluntary act and deed.

Dorothy L Vincent
Notary Public, residing at Star Rt 1, Box 80, Chiloquin
(Commission expires 7/8/77)

INDIVIDUAL AND PARTNERSHIP ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.
On this 29th day of January, 1975 before me personally came
Bernard L. Hayes, Secretary, Central Oregon Pavers, Inc.
to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the ,
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy L Vincent
Notary Public, residing at Star Rt 1, Box 80 Chiloquin
(Commission expires 7/8/77)

CORPORATE ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.
On this 29th day of January, 1975 before me personally came
Bernard L. Hayes, President Pacific Crushing Co.
Arnie M. McDowell, Secretary Pacific Crushing Co.
to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the ,
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy L Vincent
Notary Public, residing at Star Rt 1, Box 80, Chiloquin
(Commission expires 7/8/77)

CORPORATE ACKNOWLEDGEMENT

STATE OF Oregon
COUNTY OF Klamath } ss.
On this 29th day of January, 1975 before me personally came
Arthur B. Woods, President, Central Oregon Pavers, Inc.
to me known, who being by me duly sworn, did depose and say: that he resides in
that he is the of the ,
the corporation described in and which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Dorothy L Vincent
Notary Public, residing at Star Rt 1, Box 80 Chiloquin
(Commission expires 7/8/77)

CORPORATE ACKNOWLEDGEMENT

IMPORTANT: Attach certified copy of Resolution authorizing execution of this instrument by Corporation.

SERVICE FIDELITY AND SURETY DEPARTMENT

RESOLUTION AUTHORIZING EXECUTION OF INDEMNITY AGREEMENT

At a meeting of the Board of Directors of Central Oregon Pavers, Inc. ____________________, a corporation organized and existing by virtue of the laws of Oregon, hereinafter called Indemnitor, duly called and held on the 30th day of January, 1975, a quorum being present, the following Preamble and Resolution was adopted:

"WHEREAS, this Corporation has a financial, material and beneficial interest in Pacific Crushing Co. of Klamath Falls, State of Oregon, hereinafter called Applicant, or in certain contract or contracts of said Applicant, and

"WHEREAS, said Applicant in the conduct of business is required from time to time to furnish surety bonds, undertakings or other writings obligatory in the nature thereof, hereinafter referred to as Bonds, to various governments, persons, firms or corporations, and

"WHEREAS, as a condition precedent to the signing of said Bonds, on behalf of said Applicant, the United Pacific Insurance Company requires that it be furnished with the written indemnity of this corporation whereby it will fully and completely indemnify the said United Pacific Insurance Company against any loss of whatsoever nature which it may sustain by reason of executing any Bonds on behalf of the said Applicant;

"NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of this Corporation that its ________ President and its ________ Secretary be and they are hereby authorized, empowered and directed to execute on behalf of this Corporation and in its name, such instruments as may be necessary to indemnify the said United Pacific Insurance Company upon its execution of any Bonds, on behalf of the said Applicant, and

"BE IT FURTHER RESOLVED, that any prior acts of said officers or of any other agents or representatives of this Corporation in connection with the procuring of any Bonds, as aforesaid, and in indemnifying said United Pacific Insurance Company, are hereby confirmed and ratified."

I, Arthur B. Woods hereby certify and declare that I am the regularly and duly acting ________ President of said Indemnitor, that the Resolution above set forth was duly and regularly adopted by the Board of Directors of said Corporation at a special meeting of said Board of Directors held at Redmond, Oregon on the 30th day of January, 1975; that the whole number of the Board of Directors of said Corporation is 6; that there were present at said meeting 5 Directors constituting a quorum; that all Directors present voted in favor of said Resolution, and that thereupon the Resolution was declared regularly adopted.

Arthur B. Woods, PRESIDENT

ATTEST:

Bernard L. Hayes, SECRETARY

B-1014 - General - Resolution Authorizing Indemnity Agreement Rev. 7-55

April 12, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch April 6, 1976

C. W. Head
Commission Services

Reference is made to the Pacific Crushing Co., Inc., (Klamath Paving Co.) bankruptcy letter received from Robert Butts, receiver in bankruptcy, and your memo of April 5 to me concerning action that we should take.

Yesterday I talked to Mr. D. G. Lyon of the United Pacific Insurance Company in Tacoma (Bob Miller, Bond Manager, was on vacation). I informed Mr. Lyon of the letter we received from Robert Butts. Mr. Lyon said for us not to make any further payments on Contracts 8210, 8238 and 8279 until we hear from them. He indicated that Mr. Miller would be back in the office on the 13th of April. He asked if I would forward to him a copy of Mr. Butt's letter.

As you are aware, Jack, we are sending all payments on these three contracts to the surety, United Pacific Insurance Company in Tacoma. As recommended in your April 5 letter, I informed Dick Hacek to hold future payments on these contracts.

Yesterday Fran Neavoll received a call from Robert Butts in Portland (telephone no. 226-4461) stating that he is claiming the residue on Contract Nos. 8279, 8210 and 8238, and if we had any questions to call him.

CWH:sr

cc Dick Hacek

DEPARTMENT OF TRANSPORTATION

Dick Hacek
Finance Branch

April 6, 1976

C. W. Head
Commission Services

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

Memorandum

DEPARTMENT OF JUSTICE

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver (in) and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

March 31, 1976

226-3531
([illegible]3-4161)

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 28, 1976

John Flynn, President
Concrete Products, Inc.
325 Goodell Lane
Ontario, OR 97914

Re: Prevailing Wage Rate
Barrier Fabrication
Barkley Springs - Algoma Sect.
Contract No. 8210

Dear Mr. Flynn:

As I mentioned to you in our telephone conversation earlier, a meeting between the Highway Division and the bonding company for the subject project is planned for next week. We would like to be able to reach some agreement at the meeting as to how certain unresolved contract problems are to be handled. One of the problems is the payment of less than the prevailing wage rate to your employees.

Enclosed is a list of the employees involved and the amount of underpayment according to my calculations. When restitution for underpayment of the prevailing wage rate on a federal-aid project occurs, we must obtain proof of payment. Proof of payment would generally be a copy of the cancelled checks showing both sides or a statement signed by the employee that he had received the specified amount. As it may take some time to locate the employees, we could probably release the retained funds sooner if you were to make out the checks to the individuals and send them to the Highway Division for distribution. We could consider restitution had been made at that time and we would assume the responsibility of locating the individuals.

I used the payrolls furnished by your Washington office to compute the amount of restitution required. A copy of the payrolls is enclosed so that you may check the amounts. We received copies of the front side only of the payrolls and would appreciate a copy of the back of each showing the certification, etc. These certifications are a required part of the payroll requirements on federal-aid projects. Without the certifications we would need proof of payment for the original payrolls as well as for the restitution of underpayment.

I am enclosing a copy of a U. S. Department of Labor Wage Appeals Board Decision regarding the Sweet Home Stone Co. appeal. Your attorney had mentioned this appeal and suggested that the problem was similar to your Klamath Falls operation. As you can see, the Board ruled on August 14, 1975, that the work was covered by the Davis-Bacon Act.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Form 81-734-3123

I would appreciate receiving a telephone call prior to June 4 regarding your intentions to resolve this problem. I feel the employees must be paid the prevailing wage rate and it would be much easier for everyone concerned if you would pay the wages rather than forcing the Highway Division to turn the retained funds over to the Department of Labor for handling. The Department of Labor would have to have an investigation and a hearing which would surely create even more problems for you.

Sincerely,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

WR:mk

Enc.

cc: United Pacific/Reliance
Cecil Head

bc: Mary Deits
H. S. Coulter
Bob Sandmann
E. J. Dunn

NOTED
H. S. COULTER

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST HELENS AVENUE • TACOMA WASHINGTON 98402 • AC 206-383-1481

May 21, 1976

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
RECEIVED
MAY 26 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

We acknowledge receipt of your May 4, 1976 letter concerning the additional items of work to be performed on Contract 8210 - Barkley Springs-Algoma Section, and 8279 - Modoc Point (Units C & D) Section. If it is possible for your resident engineers to prepare or obtain an estimate for doing the work on these two projects locally, we would like to have that information along with a copy of the estimate.

We also believe we can secure the services of Mr. Arnie McDowell who was formerly employed by Klamath Paving Company to accomplish this work. We are in the process of contacting Mr. McDowell in this regard.

We have also been informed that there are certain outstanding claims arising out of this project which have previously been discussed with representatives of the Highway Department, and Mr. McDowell has agreed to assist United Pacific with respect to negotiating settlement of the claims relating to these projects. We have been advised that there is a claim approximating $2,500 to be negotiated on the Modoc Point project. There is also a claim and remaining items to be negotiated on the Link River-Bisbee Street project, your Contract 8238. And, we understand there is a claim or contract adjustment to be made relating to the Barkley Springs contract. So, we would appreciate your representatives,who I believe may be Mr. Sandman and Mr. Poole, to meet with Mr. McDowell and myself at your office or the Highway Division office in Salem to try and arrive at some agreement with respect to the claims. If the Highway Division representatives could set a meeting date in Salem that is convenient some time during the first ten days of June, I am sure Mr. McDowell and I could arrange to meet with the Highway Division representatives.

In the meantime, we shall discuss this matter with Mr. McDowell and will request that he contact your representatives with respect to completing the work on the Barkley Springs and Modoc jobs.

In view of the bankruptcy filing of Pacific Crushing Co. dba Klamath Paving Co., it is obvious that Klamath Paving Co. is in default on its contracts with the State of Oregon. And, as you know, United Pacific contends it has a right to any and all contract funds due or to become due Klamath Paving Company on the State of Oregon contracts. For your further information, United Pacific has paid out the sum of $84,733.24 in settlement of valid claims arising out of these contracts. Your records will reflect United Pacific received contract funds totaling $35,333.38 from the State of Oregon on these projects. The loss incurred to date by United Pacific is $49,399.86. Consequently, United Pacific must insist that any and all contract funds due or to become due Klamath Paving Company on these State of Oregon contracts be paid to United Pacific or that such funds be utilized by the State of Oregon to satisfy any valid statutory claims arising out of or relating to these Highway construction contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ■ TACOMA WASHINGTON 98402 ■ AC 206 — 383-1481

May 21, 1976

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond MAY 26 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Mr. Warren Richards
Labor Compliance Officer

Dear Mr. Richards:

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: #8210, Barkley Springs-Algoma Project

We appreciate receiving the information contained in your letter of May 3, 1976. We believe your office is aware of the fact that Klamath Paving Company has filed voluntary bankruptcy proceedings in the State of Oregon. Secondly, we believe your office is aware of the fact that Concrete Products, Inc. contests the State's contention that they were a subcontractor on this project. They contend the work performed by their clients was performed 8 or 10 miles from the project and is a type of work that would not ordinarily be carried out on the project site. Hence, they contend there is no question about the application of the Davis-Bacon Act requirements. However, since it appears the State of Oregon has determined that each of the covered employees of Concrete Products, Inc. are entitled to additional payment because of underpayment, it appears that the State of Oregon should promptly pay each of the covered employees individually, the amount of underpayment as determined by the State. We suggest these payments be made from the $5,000 amount the State of Oregon is currently withholding for this purpose.

Since United Pacific, as surety on the bond, claims a right to the remaining job funds on this project, we request the balance of these funds withheld be paid over to United Pacific Insurance Company.

United Pacific is also presently negotiating with the legal counsel for Concrete Products, Inc. with respect to this matter and their claim against Klamath Paving and United Pacific's bond on this project.

With respect to the complaint or claim from the Operating Engineers Trust Funds relating to employees fringe benefits, we believe you will agree this is a separate and distinct matter and that the Operating Engineers Trust Fund should file their claim against each of the specific projects pursuant to the requirements of the Oregon Statutes. United Pacific is willing to negotiate on any valid claim which the Operating Engineers Trust Funds desire to file against a specific project and United Pacific's bond on such project. So we believe your office should so advise the Operating Engineers Trust Fund.

Would you please inform us when your payments are made to the individual employees involved with the underpayment and when the remaining funds will be paid to United Pacific.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Bond Claim Department

db
cc: Cecil W. Head
Heningson, Stunz & Fonda

8210

45

May 4, 1976

United Pacific Insurance Company
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Attached are copies of letters from Robert A. Sandmann, Regional Construction Engineer in Bend, and to E. J. Dunn, Resident Engineer in Klamath Falls, concerning the Klamath Paving Contract Nos. 8210 Barkley Springs-Algoma Section, and 8279 Modoc Point (Units C & D) Section.

As you will note, these letters outline additional work that is to be completed on both contracts. If you need further information regarding this work on these contracts, you may contact Mr. Sandmann in Bend or Mr. Dunn in Klamath Falls.

We are rapidly getting into the time of year that this work can be completed. Mr. Hayes indicated in his letter to Mr. Dunn that they would complete the work as weather permits.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

bc C. T. Keasey
R. A. Sandmann, Reg. 4
John Bond

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

April 27, 1976

FILE: CON 5
8210 & 8279

Robert A Sandmann

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Contract Work Remaining
Contract 8210-Barkley Springs-Algoma
Contract 8279-Modoc Point (Units C &D)
Klamath Paving Company

There is contract work remaining to be done on the two (2) subject contracts.

The work to be done is as follows:

Contract 8210 - Barkley Springs-Algoma Section

Intermittent patching of irregular areas. Approximate quantity of material is 10 tons A.C. Cost for this work is at contractor's expense. See attached letter.

Contract 8279 - Modoc Point (Units C & D) Section

Unfinished work is covered by Price Agreement No. 2 and involves an overlay of 240 tons Class "C" mix. Cost for the overlay is $4,752.

Since Klamath Paving Company is involved in bankruptcy proceedings, Surety should be notified of the contract work remaining.

RAS:pw
cc: E.J.Dunn
Enclosures

xc: Cecil Head

Routing
___ Keasey ___ RECEIVED ___ Richards ___
___ Bond ___ ___ Glenn ___
___ Jackmond ___ APR 28 1976 ___ Berg ___
___ Harwood ___
___ Johnsen ___ CONSTRUCTION ___
___ Walker ___ SECTION ___

KLAMATH
PAVING
COMPANY
P.O. BOX 1180 • KLAMATH FALLS, OREGON • 97601 • PHONE: (503) 882-6681

DECEMBER 12, 1975

STATE OF OREGON
OREGON STATE HIGHWAY DIVISION
2557 ALTAMONT DRIVE
KLAMATH FALLS, OREGON 97601

RE: Barkley Springs-
Algoma Section
Contract 8210

ATTENTION: E. J. Dunn
Resident Engineer

Gentlemen;

It is understood that work on this project is complete with the exception of two or three minor patches to be installed.

It is agreed that Klamath Paving Co. will complete these patches in the spring of 1976 as weather permits.

Very truly yours,
KLAMATH PAVING CO.

Bernard L. Hayes

Bernard L. Hayes
President

8210

OREGON STATE HIGHWAY DIVISION

Highway Building . . . . Salem, Oregon 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and State Highway Engineer

May 3, 1976

United Pacific/Reliance
728 St. Helens Ave.
Tacoma, WA 98402

Attn: Robert L. Miller
Bond Claim Dept.

Re: Prevailing Wage Rates
Barkley Springs - Algoma
Contract No. 8210
United Pacific Bond U-895910

Dear Mr. Miller:

Enclosed as per your April 16, 1976 request, are copies of payrolls for Concrete Products, Inc. These five payrolls represent, to the best of our knowledge, all labor covered by prevailing wage rates that was performed by the median barrier fabricator on the subject project. I have also enclosed a sheet listing what I believe to be the amount of underpayment for each of the covered employees.

As you can see, the total amount of underpayment by the fabricator is $3,564.04 according to my calculations. We received the Concrete Products, Inc. payrolls on April 20 and therefore have only recently computed the amount of underpayment. We originally withheld $5,000 based on our estimate of hours worked and wages paid. We received only a copy of the front of the enclosed payrolls so we can only assume they have been certified.

There is another problem relating to prevailing wage rates that involves Klamath Paving Co. on the subject project as well as other work. Enclosed you will find a copy of a complaint from the Operating Engineers Trust Funds which claims Klamath Paving Co. did not make payments to the fund for the employees fringe benefits.

The amount claimed apparently includes fringe benefits for all work performed by Klamath Paving Co. during the September thru December, 1975 period. The contractor performed work on three Oregon State Highway Division projects during the period and United Pacific/Reliance provided bond for all three. Our copies of certified payrolls show the following hours worked by operating engineers during the period:

Contract 8210 - 478 1/2 hours
8238 - 290 hours
8279 - 1,337 1/2 hours

We have not yet determined the amount that the workmen should have received as they worked at more than one classification and pay rate. We can only assume the complaint by Operating Engineers Trust Fund is valid as we have been unable to obtain a response from Klamath Paving Co.

In the event the claim is valid, the amount of violation of the prevailing wage rate would not necessarily be the same as the underpayment to the trust fund. In many cases, the contractor apparently paid more than the prevailing base rate and the amount of violation would therefore be less than the unpaid fringe benefits required by the union agreement.

There may be other possible prevailing wage rate violations involving Klamath Paving Co., but the Concrete Products, Inc. and the Operating Engineers Trust Fund are the only claimed violations of which I am aware.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

WR:mk

Att.

bc: H. S. Coulter
Cecil Head
R. A. Sandmann
E. J. Dunn

VIOLATION OF PREVAILING WAGE RATE

Contract No. 8210
Barkley Springs - Algoma Section

Prime Contractor: Klamath Paving Co.
Subcontractor: Concrete Products, Inc.

		Week Ending:					
Employee		7-4-76	7-11-76	7-18-76	7-25-76	8-1-76	Total
Dennis L. Cooper	S.T.	32	40	34	40	40	186
327 Division	O.T.	8	--	8	8	½	24½
Klamath Falls, OR							
544-50-6095		Earned = $1,789.50; Paid = $1,092.00; Diff. = $697.50					
Ivan J. Henke	S.T.	32	40	34	40	40	186
5285 Donald St.	O.T.	3	--	8	8	1½	20½
Eugene, OR							
541-68-7600		Earned = $1,743.92; Paid = $1,065.37; Diff. = $678.55					
Gerald F. Kraft	S.T.	32	40	34	40	40	186
12231 3rd N.W.	O.T.	8	--	8	8	1½	25½
Seattle, WA							
532-52-1386		Earned = $1,800.89; Paid = $1,099.12; Diff. = $701.77					
Timothy J. Spurgeon	S.T.	32	40	36	40	40	188
57 Carthar	O.T.	8	--	8	8	1½	25½
Eugene, OR							
544-70-2400		Earned = $1,817.13; Paid = $1,108.12; Diff. = $709.01					
William E. Shankle	S.T.	--	32	34	40	21½	127½
2440 1/2 White	O.T.	--	--	8	6½	--	14½
Klamath Falls, OR							
544-68-4215		Earned = $1,200.53; Paid = $725.62; Diff. = $474.91					
Mike L. Reyes	S.T.	--	--	26	30½	40	96½
2921 Angle St.	O.T.	--	--	--	--	1½	1½
Klamath Falls, OR							
540-70-1820		Earned = $800.67; Paid = $498.37; Diff. = $302.30					

Total Underpayment = $3,564.04

Prevailing wage rate (Group 1 Laborer):

S.T. = $6.55 + $1.57 = $ 8.12
O.T. = $9.825 + $1.57 = $11.395

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 19 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

April 16, 1976

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

Mr. Warren Richards
Labor Compliance Officer

Dear Sir:

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: No. 8210-Barkley Springs-
Algoma Project
Claimant: Concrete Products, Inc.

The records of the Oregon State Highway Division should reflect that a claim is being made by Concrete Products, Inc. for labor and materials supplied to Klamath Paving Co. on the above project. It is our understanding there has been a dispute relating to alleged wage violations by Concrete Products, Inc. which apparently involves a question as to whether or not they are a subcontractor or a material supplier to Klamath Paving Co.

As you know, Klamath Paving Co. has filed bankruptcy. United Pacific Insurance Company, as surety on the bond, received a copy of your March 16, 1976 letter addressed to Mr. McDowell of Klamath Paving regarding the alleged wage violations. We understand the State of Oregon is withholding the sum of $5,000 in contract funds due or to become due Klamath Paving on this project because of the alleged wage violations. We would therefore appreciate your informing us what the State investigation reflects as to the allged wage violations and what determination has been made in that respect. If there are individual wage claimants, we would appreciate knowing the name and address of such claimants, receiving copy of certified payrolls relating to such employees and information as to the amount of the alleged wage violation claims of the individuals involved.

Prompt receipt of this information may enable us to investigate and give further consideration to any claims being made against United Pacific's bond on behalf of Concrete Products, Inc. or by any individuals having a wage claim. Thanks for your cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

db

8210

15

April 12, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attn: D. G. Lyon

Gentlemen:

On April 5, 1976, I talked to you concerning the letter that we received from Robert Butts, Receiver in Bankruptcy, concerning Pacific Crushing Company, Inc., Contracts 8210, 8238 and 8279. Attached is a copy of Mr. Butt's letter as requested.

As you indicated over the phone, we will not make any further payments on these three contracts until we hear from you or Mr. Bob Miller.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Jack Sollis

April 12, 1976

Mr. Robert O. Butts
937 S.W. 14th Ave.
Portland, OR 97205

Dear Mr. Butts:

We have received your recent letter informing us that you are Receiver in Bankruptcy in connection with the Pacific Crushing Co., Inc., Contracts 8210, 8238 and 8279. We have contacted the contractor's surety, United Pacific Insurance Company in Tacoma, Washington, informing them of the receipt of your letter.

We should be getting a reply from the surety concerning this matter in the near future.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

March 31, 1976

226-3531
([illegible]5-4461)

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

821

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: Dick Hacek
Finance Branch

DATE: April 6, 1976

FROM: C. W. Head
Commission Services

SUBJECT:

Reference is made to Klamath Paving Company Contract Nos. 8210, 8238 and 8279. As you know, at the present time we are mailing payments on these contracts to the surety, United Pacific Insurance Company in Tacoma, Washington.

We have received a letter from Robert Butts, Receiver in Bankruptcy, requesting remmittance immediately on any funds due on these contracts.

Jack Sollis recommended that we should hold future payments on these contracts until we hear from the United Pacific Insurance Company regarding the bankruptcy. I'll keep you posted.

CWH:sr

cc Jack Sollis

25-1387

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Pacific Crushing Company, Inc.
Contract Nos. 8210, 8238 and 8279
Adjudication in Bankruptcy

In reply to your note relating to the bankruptcy of the Pacific Crushing Company, Inc., I would suggest that you advise the surety that the receiver (in) and bankruptcy has requested remittance immediately of any funds owed under these three contracts and advise the surety that the state intends to honor the request of the receiver and bankruptcy and get their comments. I suggest that it would probably be best to call the surety before the letter is written and explain to them what the situation is and also get a reading on exactly what the correct balances are on these contracts. I would not pay any money out until you have contacted the surety company and received something in writing from them. However, this should be handled as quickly as possible.

JLS:ch;hg

NOTED
C. W. HEAD

ROBERT O. BUTTS
937 S. W. 14th Avenue
Portland, Oregon 97205

226-3531

([illegible])

March 31, 1976

Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

Contract #8210 - $25,553.46
Contract #8238 - $ 5,000.00
Contract #8279 - $27,097.07

Re: Pacific Crushing Co., Inc.
P. O. Box 1180
Klamath Falls, Oregon

Please be advised that Pacific Crushing Co., Inc. was adjudicated bankrupt. I was appointed Receiver of the estate by the Hon. C. E. Luckey, Bankruptcy Judge.

Included in the assets turned over to me to reduce to cash are the accounts receivable. Among these is an account listed under your name showing a balance of (see above.)

As Receiver I request a remittance be mailed to my office immediately to clear the amount due the bankrupt.

Your prompt attention will be appreciated.

Yours truly,

Robert Butts

Robert Butts,
Receiver in Bankruptcy

RB:ss

RECEIVED
APR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

82

Files 1

March 29, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Mr. Robert L. Miller
Bond Claim Department

[illegible]
3-29-76

Gentlemen:

KLAMATH PAVING COMPANY CONTRACTS

Contract No. 8279
Modoc Point (Units C & D) Project

Contract No. 8210
Barkley Springs-Algoma Project

Contract No. 8238
Link River-Bisbee St. Project

This is to acknowledge receipt of your letter of March 24, 1976, and attached Assignments of Klamath Paving Company. We will continue to send future payments on the above three projects to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, WA 98402.

As requested, we are returning a signed copy of the Assignment.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

bc Dick Hacek
Jack Sollis

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206 — 383-1481

March 24, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-905398
Contractor: Klamath Paving Co.
Contract: No. 8279, Modoc Point
(Unit C & D) Project

United Pacific Bond U-895910 ✓
Contractor: Klamath Paving Co.
Contract: No. 8210-Barkley Springs-
Algona Project

United Pacific Bond U-896032
Contractor: Klamath Paving Co.
Contract: No. 8238, Paving Link River-
Bisby Street, Klamath Falls, Oregon

Reference our prior correspondence and telephone discussions regarding projects bonded by United Pacific for Klamath Paving Co., we now enclose a copy of the "Assignment" relating to contract funds due or to become due Klamath Paving Co. on the above three bonded projects. We shall appreciate your cooperation with respect to remitting such contract funds due or to become due on these projects to United Pacific as surety on the bond.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

db
Enc.

RECEIVED

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, Pacific Crushing, Inc., an Oregon Corporation dba Klamath Paving Co., P.O.Box 1180, Klamath Falls, Or. 97601, hereinafter called Assignor, hereby assigns, transfers and sets over to the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract:

State of Oregon, Department of Transportation, Contract #8210, Grading, Paving and Barrier, Barkley Springs, Algoma, The Dalles-California Highway

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18th day of March 1976.

Pacific Crushing Inc. dba
Klamath Paving Co.

By Arthur

President

SWORN AND SUBSCRIBED TO before me this ______ day of March 1976.

____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires ______________________

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Miller

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

March 26 1976

ation, hereinafter called Surety, all monies [illegible] due or which may hereafter become due under the following described contract:

State of Oregon, Department of Transportation, Contract #8210, Grading, Paving and Barrier, Barkley Springs, Algoma, The Dalles-California Highway

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Klamath Falls, Oregon 97601.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 18th day of March 1976.

Pacific Crushing Inc. dba
Klamath Paving Co.

By Arthur Boyde

President

SWORN AND SUBSCRIBED TO before me this ______ day of March 1976.

____
Notary Public in and for the
State of Oregon,
County of Klamath

My commission expires ______________________

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Miller

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

March 26 1976

C.H. Head

____
By

C-189 1-67

8210

Files

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

5062
FILED
MAR 23 1976
CLAY MYERS
SECRETARY OF STATE

March 22, 1976

Coral Corporation
PO Box 258
Gladstone, OR 97027

D O
7-16-76

Attention: Robert D. Laam, Secretary

Gentlemen:

This is to acknowledge receipt of your letter of March 19, 1976, advising us that Klamath Paving Co. owes you for guardrail, anchors, bridge connections, end pieces, guideposts and flagging in the amount of $40,324.95.

This appears to be in reference to the Klamath Paving Co., Contract No. 8210, Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

The United Pacific Insurance Co. furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Klamath Paving Co.
PO Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97401

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

March 19, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for guardrail, anchors, bridge connections, end pieces, guide posts and flagging on Oregon State Highway Division Contract No. 8210, Barkley Springs-Algoma Section in the sum of Forty Thousand Three Hundred Twenty Four and 95/hundredth Dollars ($40,324.95) against the bond taken from Klamath Paving Co. and United Pacific Insurance Co., P.O. Box 1788, Eugene, Oregon 97401 for the Grading, Paving, and Rock Fallout Protection of Oregon State Highway Division Contract No. 8210, Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

CORAL CORPORATION

By
Robert D. Laam, Secretary

CC: Klamath Paving Co.
United Pacific Insurance Co.

RECEIVED
MAR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8210

15

March 19, 1976

Klamath Paving Company
P. O. Box 1180
Klamath Falls, OR 97601

3-19-76

Gentlemen:

Reference is made to your letter of March 18, 1976, concerning your Contract Nos. 8279 (Modoc Point Section) and 8210 (Barkley Springs-Algoma Section) in Klamath County.

As requested and having received Mr. Robert Miller's approval (United Pacific Insurance Company), we will forward future payments due on these contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

Mr. Hacek, our Finance representative, handed to Mr. Miller yesterday a check (Payment Voucher No. 8) in the amount of $17,956.30 covering Contract No. 8210.

Estimate No. 5 under Contract 8279 covering the period of January 5 to March 5, 1976, in the amount of $17,376.08 is now being processed and will be mailed to the United Pacific Insurance Company next week. Attached is a copy of the contract payment voucher covering this estimate.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:ar
Attachment

cc United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Robert L. Miller

F. B. Klaboe
Jack Sollis
John Bond
Dick Hacek

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

March 18, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

United Pacific Bond U-905398
Contractor: Klamath Paving Co.
Contract #8279, Modoc Point (Unit C & D) Project

United Pacific Bond U-895910
Contractor: Klamath Paving Co.
Contract #8210, Barkley Springs - Algona Project

We hereby irrevocably acknowledge and direct the State of Oregon, Department of Transportation, to remit and forward any and all contract funds, including retained funds, due or to become due Klamath Paving Company on the above contracts to United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma Washington 98402.

United Pacific is the surety on our Performance Bonds on these projects on which substantial claims have been filed with the State of Oregon. Prompt remittance of contract proceeds to United Pacific will be appreciated.

Very truly yours,

Klamath Paving Co.

By
Chr. of Board

Approved this date by
United Pacific Insurance Company
Robert L Miller

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 16, 1976

Mr. Arnie McDowell
Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

Re: Alleged Wage Violations
Barkley Springs - Algoma
Contract 8210

Dear Mr. McDowell:

In discussing the alleged wage violations by Concrete Products, Inc. with you previously by telephone, I mentioned the possibility that an amount equal to the underpayment and in addition thereto might be withheld to cover possible liquidated damages payable to the employee. We have recently been advised that the Highway Division is not responsible for withholding such funds. We will therefore withhold only an amount sufficient to cover the underpayment.

Based on the approximate hours involved as determined by the resident engineer, we have estimated the amount of underpayment at $5,000. We will eventually have to know the name, address, social security number, classification, hours, and amount paid to each of the employees involved. By copy of this letter, Concrete Products, Inc. is requested to furnish certified copies of the payrolls to provide this information. Failure to do so would result in our requesting the Oregon Bureau of Labor and/or the U. S. Department of Labor to review the employers records to obtain the needed information.

NOTED
H.S. COULTER

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

Form 81-734-3122

It appears, from the attached sheet, that the prime contractor and his surety can be held liable for wage violations by a subcontractor under ORS 279.356. It is my understanding that in the past, when voluntary restitution has been made, no liquidated damages have been assessed. The Highway Division will not withhold funds to cover these possible liquidated damages unless required to do so by actions brought by others under ORS 279.356(2).

Very truly yours,

C. T. Keasey
Construction Engineer

By ORIG SIGNED BY
WARREN RICHARDS

Warren Richards
Labor Compliance Officer

WR:mk

Att.

cc: Concrete Products, Inc.
United Pacific/Reliance

bc: H. S. Coulter
Jack Sollis
Cecil Head
E. J. Dunn
Carl Williams

(3) Notwithstanding ORS 192.005 to 192.170, any record obtained or made by the commissioner under this section shall not be open to inspection by the public. [1969 c.369 Sec.5]

279.356 LIABILITY TO WORKMEN FOR VIOLATIONS.

(1) Any contractor or subcontractor or his surety who violates the provisions of ORS 279.350 shall be liable to the workmen affected in the amount of their unpaid minimum wages, including all fringe benefits under subsection (4) of ORS 279.348, and in an additional amount equal to said unpaid wages as liquidated damages.

(2) Actions to enforce liability to workmen under subsection (1) of this section may be brought as actions on contractors' bonds to enforce labor liens under ORS 279.502 to 279.544. [1959 c.627 Secs.6, 7; 1969 c.369 Sec.6]

279.360 INTEREST OF PUBLIC OFFICER OR EMPLOYE IN CERTAIN PUBLIC CONTRACTS PROHIBITED; EXCEPTION. Except as otherwise provided by law, no officer, agent or employe of the state or of any political subdivision of the state shall have any interest in any contract made by him in his official capacity or by any public committee, board, commission or department of which he is a member, agent or employe, except that the employment of the officer, agent or employe shall not be considered a contract for the purposes of this section, and except that the governing body of a city with a population of less than 5,000 may, notwithstanding the provisions of section 215 of this 1971 Act and ORS 279.362, by unanimous vote contract for goods and services with an interested officer of the city, provided the consideration to be paid the officer for the goods and services does not exceed $500 during any fiscal year. [1955 c.563 Sec.1; 1963 c.136 Sec.2; 1963 c.482 Sec.1][Amended 1971 c.743 Sec.349]

279.362 WHEN PUBLIC OFFICER OR EMPLOYE MAY CONTRACT WITH STATE OR POLITICAL SUBDIVISION.

(1) Except as otherwise provided by Constitution or statute, including ORS 279.360, an officer, agent or employe of the state or of any political subdivision may contract with the state, any political subdivision or any agency of either for the sale and purchase of supplies, material or equipment amounting to $250 or more, or for the construction of public improvements if:

(a) He is not authorized by law to participate, on behalf of the state, the political subdivision or any agency of either, in the awarding of the contract; and

(b) The contract is made upon a competitive bid in writing, publicly invited and publicly opened; and

(c) All bids received and all documents pertaining to the award of the contract are held available for public inspection for at least three months next following the date of such award.

(2) Except as otherwise provided by Constitution or statute, including ORS 279.360, an officer, agent or employe of the state or of any political subdivision may contract with the state, any political subdivision or any agency of either for other than the sale and purchase of supplies, materials or equipment amounting to $250 or more, or for the construction of public improvements, if he is not authorized by law to participate, on behalf of the state, the political subdivision or any agency of either, in the awarding of the contract. [1955 c.563 Sec.2; 1959 c.414 Sec.1]

8210

15

March 16, 1976

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Attention: Robert L. Miller
Bond Claim Department

Dear Mr. Miller:

Reference is made to your letters of March 5 and 12, 1976, concerning the Klamath Paving Company Contract No. 8210, Barkley Springs-Algoma Section in Klamath County.

This contract was completed on December 15, 1975, but has not yet been accepted by the State.

As requested, attached is a copy of the Contract Payment Voucher Estimate No. 8 (semi-final) dated March 10, 1976, in the amount of $17,957.30. This voucher is now being processed in our Finance Office. We will comply with your letter of March 12 and not make any further payments to the contractor on this contract until we have the consent of United Pacific Insurance Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

F. B. Klaboe
Jack Sollis
John Bond
Dick Hacek

3 16 76

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 — 383-1481

March 12, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head, Commission Services

Gentlemen:

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: Oregon State Highway Department
Contract: No. 8210, Grading, Paving and
Barrier, Barkley Springs - Algoma, The Dalles -
California

Your records will reflect United Pacific executed the Performance Bond for the above contractor on the above mentioned project. We have received information indicating a substantial claim has been brought against United Pacific's bond. Please advise us as to the status of this contract. If the contract has been completed and accepted, kindly advise the date of completion and/or acceptance. Also, please verify the amount of retained funds being withheld by the State of Oregon on this project. We also request you send us a copy of the latest progress pay estimate received by the contractor on this project.

We are in the process of contacting the contractor on this project with respect to the claims and/or potential claims against the bond. We therefore request the State of Oregon to refrain from making any further payment to the contractor on this project without the consent of United Pacific. We shall contact you further after we have an opportunity to review the situation with Klamath Paving Co. Prompt receipt of the information requested will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

ljh

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 12, 1976

Mr. Daniel J. Van Dyke
Attorney at Law
106 Main Street
Nyssa, Oregon 97913

Dear Mr. Van Dyke:

Re: Oregon State Highway Contract No. 8210
Barkley Springs-Algoma Section
The Dalles-California Highway

Reference is made to your letter of February 24. As there is a disagreement between the State Highway Division and your client regarding the payment due to laborers under the Davis-Bacon Act, the Highway Division is presently withholding $5,000 under this contract until this disagreement can be settled. Because of this and other problems on this contract, I do not feel it would be appropriate for the Highway Division to release any monies to your client.

Sincerely,

SIGNED
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

cc: Klamath Paving Company
Post Office Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
Fidelity and Surety Department
Post Office Box 1216
Tacoma, Washington 98401

3-16-76

bc: C. W. Head
H. S. Coulter
C. T. Keasey
E. S. Hunter
Jack Sollis

JLS:ch srb

Form 81-734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:CON 5

Bend, Oregon 97701
March 5, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Alleged Delinguent Payments
Klamath Paving Company
Contracts 8210, 8238, & 8279

Attached is information received by E. J. Dunn from Operating Engineers Trust Funds alleging moneys due for fringe benefits for the period September, 1975, through December, 1975.

Until this matter is cleared up satisfactorily, no reduction in retainage on subject contracts should be made. I previously approved reducing retainage on Contract No. 8210 (Barkley Springs-Algoma). I am now rescinding that approval.

RAS:mr

enclosures

cc: E. J. Dunn
R. Church

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 8 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

3-8-75 (8210)
$5,000 being held due to Labor Compliance.
Bond plans to hold $2,500 additional for claimed unpaid fringe benefits.
WL

1859

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Klamath Paving Company
PO Box 1180
Klamath Falls, OR 97601

ATT: Arnie M. McDowell

Attached information has been received by this office.

Standard Specifications Section 107.28 in part says"------ the Commission may pay such claim ------------ and charge the amount thereof against funds due or to become due said contractor by reason of the contract."

Please advise as soon as possible your intentions regarding this matter.

Robert A. Sandmann
Regional Construction Engineer

RAS:mr

enclosure

cc: E. J. Dunn
C. T. Keasey

Form 81 734 3122

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
March 2, 1976

FILE:

EJDunn

FROM: E. J. Dunn
Resident Engineer

SUBJECT: Klamath Paving Co.

TO: R. A. Sandmann
Ass't Regional Engineer

Attached for your information and processing is a bill from the Operating Engineers against Klamath Paving Co.

Apparently they have not been paying their Employee's Benefits.

The period in question is between September and December 1975. During this period the contractor was working on three State Projects within this area. These projects being:

Link River-Bisbee St.	Contract 8233
Barkley Springs-Algoma	Contract 8210
Modoc Point (Units C & D)	Contract 8279

RAE RE RME RCE FAE
RTE RECEIVED ENV
RUE MAR 3 1976 RDE
RSO REGION 4 RBE
ASSIGNED____________

I.U.O.E.
Local 701

AGC
Oregon-Columbia
Chapter

OPERATING ENGINEERS TRUST FUNDS

1529 S.W. 12TH AVE. • LEVEL ONE • PORTLAND, OREGON 97201 • (503) 223-3185
MAILING ADDRESS: P.O. BOX 4668 • PORTLAND, OREGON 97208

AGC AND INTERNATIONAL
UNION OF OPERATING
ENGINEERS LOCAL 701

HEALTH & WELFARE FUND

Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK

Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

AGC AND INTERNATIONAL
UNION OF OPERATING
ENGINEERS LOCAL 701

PENSION TRUST FUND

Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK

Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

INTERNATIONAL UNION OF
OPERATING ENGINEERS
LOCAL 701—EMPLOYERS

VACATION FUND

Union Trustees
RUSS JOY, *Chairman*
DON YOUNG
GEORGE CAMPBELL
CLIF QUICK

Employer Trustees
FRANK HASTIE, *Secretary*
W. RAY ROGERS
LLOYD BABLER, JR.
WILLIAM D. ROBERTSON

March 1, 1976

Mr. E. J. Dunn, Resident Engineer
Oregon State Highway Department
2557 Almont Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company

Dear Mr. Dunn:

As per our conversation concerning Klamath Paving Company, enclosed herewith is a breakdown of their hours reported but unfunded.

These hours together with interest and surcharge total $11,963.91 owing Local 701 for fringe benefits due these employees for the period of time of September, 1975 through December, 1975.

Hoping that this can be of assistance to you and should you need any further information, please do not hesitate to contact our office.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Al Booth

Alfred R. Booth
Delinquency Coordinator

ARB:daf
Encls.

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - G & L MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level On , Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO Box 1180
K. Falls 97601

71399	2-16-76
Empl. Number	Assessment Dat

SURCHARGE AND INTEREST PAYMENTS

As you have failed to comply with the reporting and remittance provisions established by the Trustees of the AGC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed as of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUN

58 days late as of 2-16-76 4.508172

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLAR DUE
11-75	12-20-75		H & W	406.88	0	0	0
			Pension	542.50	27.13	.26	27.39
unfunded			Training	27.13	25.00	.43	25.43
			Vacation	271.25	13.56	.13	13.69
			CIAF	16.28	0	0	0
			TOTAL	1,264.04	65.69	.82	66.51

27 days late as of 2-16-76

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
12-75	1-20-76		H & W	30.38	0	0	0
			Pension	40.50	0	0	0
unfunded			Training	2.03	25.00	.01	25.01
			Vacation	20.25	0	0	0
			CIAF	1.22	0	0	0
			TOTAL	94.38	25.00	.01	25.01

Month of Delinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
			H & W				
			Pension				
			Training				
			Vacation				
			CIAF				
			TOTAL				

NSTRUCTIONS:

1. Please return the first two copies with your remittance to:
   Operating Engineers Trust Funds
   1529 SW 12th, Level One
   Portland, OR 97201
2. Retain the last copy for your files.

TOTAL S & I AMOUNT DUE	91.52
ADJUSTMENTS	
TOTAL AMOUNT PAID	

UTHORIZED SIGNATURE ______________________

ATE ______________

OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY - G & B MANAGEMENT SERVICES, INC.
1529 S. W. 12th Level One, Portland, Oregon 97201
Telephone (503) 223-3185

Klamath Paving Co.
PO BOX 1180
K. Falls Or. 97601

71399	1-30-76
Empl. Number	Assessment Date

SURCHARGE AND INTEREST PAYMENTS

s you have failed to comply with the reporting and remittance provisions established by the rustees of the AGC-IUOE Local 701 Trust Funds, the amounts set forth below have been assessed s of the above date. Your check should be made payable to the OPERATING ENGINEERS TRUST FUNDS.

102 days

Month of elinquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
9-75	10-20-75	11-26-75	H & W	1,992.38	—	—	—
			Pension	2,656.50	132.83	44.42	177.25
			Training	132.83	25.00	3.70	28.70
			Vacation	1,328.25	66.41	22.21	88.62
			CIAF	79.70	—	—	—
			TOTAL	6,189.66	224.24	70.33	294.57

Unfunded

71 days

th of linquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
10-75	11-20-75	11-26-75	H & W	1,239.38	—	—	—
			Pension	1,652.50	82.63	19.24	101.87
			Training	82.63	25.00	1.60	26.60
			Vacation	826.25	41.31	9.62	50.93
			CIAF	49.58	—	—	—
			TOTAL	3,850.34	148.94	30.46	179.40

Unfunded

nth of linquency	Date Report Due	Date Report Rec'd	Fund	Amount Due For Report	Surcharge 10% or $25 (greatest amt)	Interest 10% per annum	TOTAL DOLLARS DUE
			H & W				
			Pension				
			Training				
			Vacation				
			CIAF				
			TOTAL				

TRUCTIONS:
Please return the first two copies with your remittance to:
Operating Engineers Trust Funds
1529 SW 12th, Level One
Portland, OR 97201
Retain the last copy for your files.

HORIZED SIGNATURE______________________

TOTAL S & I AMOUNT DUE	473.97
ADJUSTMENTS	
TOTAL AMOUNT PAID	

:________________

AGC - [illegible] ENGINEERS
ADMINISTERED BY G & H MANAGEMENT SERVICES, INC.
1529 S.W. 12TH LEVEL ONE - PORTLAND, OREGON 97201
TELEPHONE (503) 223-318

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE
.71399	12/75	01/20/76

EMPLOYER AFFILIATION CODE: UVVC

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIAT FLATRAT
486	40	9080	ALFORD	WH		40.5			

RECEIVED
FEB 16 1976
O.E.T. By

UNFUNDED

PLEASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

OPERATING ENGINEERS TRUST FNDS
1529 S. W. 12TH AVE LEVEL ONE
PORTLAND, OREGON 97201
THE LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

1. COMPLETE THE REPORT IN DUPLICATE EITHER BY PRINTING OR TYPING
2. SOCIAL SECURITY NUMBERS MUST BE ACCURATE
3. COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD ENDING NEAREST TO THE FIRST OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
4. REPORTS NOT RECEIVED IN THE ADMINISTRATIVE OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES

NOTE: TO ADD OR CORRECT INFORMATION IN THE ABOVE PREPRINTED EMPLOYER OR EMPLOYEE INFORMATION, LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	30.32				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	40.5			30.38
PENSION	1.00	"			40.50
TRAINING	.05	"	PLUS	45.58	2.0
VACATION	.50	"			20.2
CIAF	.03	"	LESS	6.87	1.2

11/75 REPORT NOT RECEIVED AS OF 12/20/75

	DATE
	1/16/76

AUTHORIZED SIGNATURE

THE EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF
AGC - OPERATING ENGINEERS
TRUST FUNDS

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID 94.3

CHECK IF YOU WANT:
☐ EMPLOYEES PREPRINTED
☒ NO EMPLOYEES PRINTED

ADMINIST[illegible]D BY G & B MANAGEMENT SER[illegible]ES. INC.
1529 S.W. [illegible]H LEVEL D[illegible] - PORTLAND. [illegible]GON 97201
TELEPHONE (503) 223-31

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE
71399	11/75	12/20/75

EMPLOYER AFFILIATION CODE: UVYS

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486	40	9080	ALFORD	W H		40		97601	
543	05	4939	BUICK	M K		70.5		97601	
451	32	4563	CAMPBELL	R B		48.5		97601	
525	16	3497	LARA	G A		15		97601	
325	24	1685	LIPE	H C		115.5		97601	
519	32	3500	HAWK	F C		90		97601	
399	01	8716	TREAT	B D		50		97601	
541	38	3624	VAUGHN	O E		49		97601	
544	24	0216	WONSER	A L		64		97720	

RECEIVED
FEB 16 1976
O.E.T. By——

UNFUNDED

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3. COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE FIRST OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH SO STATE AND RETURN THE REPORT
4. REPORTS NOT RECEIVED IN THE ADMINISTRATORS OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES

NOTE: TO ADD OR CORRECT INFORMATION TO THE ABOVE PREPRINTED EMPLOYER OR EMPLOYEE INFORMATION, LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION ABOVE IN THE SPACE PROVIDED

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AUTHORIZED SIGNATURE

DATE 12/12/75

THE EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF
THE OPERATING ENGINEERS
TRUST FUNDS

FUND	RATE/1 EMPL.	NUMBER	$ DUE FOR THIS RPT	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	90.32				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	542.5			406.88
PENSION	1.00	"			542.50
TRAINING	.05	"	PLUS	45.58	27.13
VACATION	.50	"			271.25
CIAF	.03	"	LESS	6.87	16.28

10/75 REPORT NOT RECEIVED AS OF 1/20/75

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ⇨ 1264.04

CHECK IF YOU WANT:
☐ EMPLOYEES PREPRINTED
☒ NO EMPLOYEES PRINTED

1529 S.W. [illegible] PORTLAND, [illegible]GON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

71399	10/75	11/20/75
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

PAGE 1

EMPLOYER AFFILIATION CODE: HVYS

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486	43	9080	ALFORD	W H		153		97601	
35	36	6925	BOGGS	J W	(DELETE)				
43	65	4939	BUICK	M K		208.5		97601	
51	32	4563	CAMPBELL	R B		148		97601	
41	24	6454	CHRISTIANSON	M R	(DELETE)				
40	28	3792	COOPER	S R	(DELETE)				
42	12	8808	DREXLER	W		100.5		97601	
75	16	0280	KLIEWER	M		120.5		97601	
25	24	1685	LIPE	H C		167.5		97601	
55	09	3279	OSTERBERG	L	(DELETE)				
99	01	8716	TREAT	B D		154.5		97601	
41	38	3624	VAUGHN	C E		155.5		97601	NOV 26 1975
44	62	7003	WATKINS	L R	(DELETE)				
44	24	0216	WONSER	A L		50		97873	
41	56	2094	ANTHONY	L E		18		87601	
42	36	3918	COATS	M F		9.5		97601	
44	46	6637	GRIFFIN	W E		9.5		97601	
40	40	6314	REED	J D		6		97601	
44	24	7240	FAUGHT	R N		152.5		97601	
19	32	3500	HAWK	F C		112.5		97601	
41	46	5091	WEIMER	J A		6		97601	
31	30	5389	WOODERSON	M L		24		97601	
25	16	3497	LARA	G A		19.5		97601	
41	18	2023	SEUTTER	F E		32		97601	

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[illegible]

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58

09/75 REPORT NOT RECEIVED AS OF 10/20/75

11/17/75
AUTHORIZED SIGNATURE DATE

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷ 3850.34

CHECK IF YOU WANT:
☐ EMPLOYEES PREPRINTED
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[illegible] IN MAKING THESE PAYMENTS AGREES TO ABIDE [illegible] TERMS AND CONDITIONS [illegible]
THE OPERATING ENGINEERS
TRUST FUNDS

71399 10/75 TRUST

[illegible] BY G & B MANAGEMENT [illegible]
1529 S.W. [illegible]H LEVEL ONE - PORTLAND, [illegible]EGON 97201
TELEPHONE (503) 223-318[illegible]

KLAMATH PAVING CO
P.O. BOX 1130
KLAMATH FALLS OR 97601

EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE
71399	10/75	11/20/75

EMPLOYER AFFILIATION CODE: HVYS

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
486	43	9080	ALFORD	W H		153		97601	
235	36	6923	BOGGS	J W	(DELETE)				
543	05	4939	BUICK	M K		208.5		97601	
[illegible]51	32	4563	CAMPBELL	R B		148		97601	
541	24	6454	CHRISTIANSON	M R	(DELETE)				
540	28	3792	COOPER	S R	(DELETE)				
542	12	8808	DREXLER	W		100.5		97601	
476	16	0280	KLIEWER	M		120.5		97601	
325	24	1685	LIPE	H C		167.5		97601	
395	09	8279	OSTERBERG	L	(DELETE)				
399	01	8716	TREAT	B D		154.5		97601	
541	38	3624	VAUGHN	C E		155.5		97601	
544	62	7003	WATKINS	L R	(DELETE)				
544	24	0216	WONSER	A L		50		97673	
541	56	2094	ANTHONY	L E		18		87601	
542	36	3918	COATS	M F		9.5		97601	
544	46	6637	GRIFFIN	W E		9.5		97601	
540	40	6314	REED	J D		6		97601	
544	24	7240	FAUGHT	R N		152.5		97601	
519	32	3500	HAWK	F C		112.5		97601	
541	46	5091	WEIMER	J A		6		97601	
531	30	5389	WOODERSON	M L		24		97601	
525	16	3497	LARA	G A		19.5		97601	
541	18	2023	SEUTTER	F E		32		97601	

NOV 26 1975

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11/17/75

AUTHORIZED SIGNATURE | DATE

[illegible] IN MAKING THESE PAYMENTS AGREES TO ABIDE BY THE TERMS AND CONDITIONS OF THE OPERATING ENGINEERS TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	.75	1652.5			1239.38
PENSION	1.00	"			1652.50
TRAINING	.05	"	PLUS	45.58	82.63
VACATION	.50	"			826.25
CIAF	.03	"	LESS	6.87	49.58

09/75 REPORT NOT RECEIVED AS OF 10/20/75

MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID 3850.34

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KLAMATH PAVING CO 71399 10/75 TRUST

1529 S.W. [illegible] LEVEL ONE - PORTLAND, [illegible]GON 97201
TELEPHONE (503) 223-31[illegible]5

EX[illegible]

KLAMATH PAVING CO
P.O. BOX 1180
KLAMATH FALLS OR 97601

71399	09/75	10/20/7
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE

EMPLOYER AFFILIATION CODE: [illegible]

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	PAGE ASSOCIA ELAIRA
486	40	9080	ALFORD	W H					
541	56	2094	ANTHONY	L E		171		97601	
235	36	6923	BOGGS	J W		232.5		97601	
543	05	4939	BUICK	M K	(DELETE)				
451	32	4563	CAMPBELL	R B		185		97601	
541	24	6454	CHRISTIANSON	M R		198.5		97601	
540	28	3792	COOPER	S R	(DELETE)				
542	12	2808	DREXLER	W	(DELETE)				
537	18	0939	FENTON	B M		216		97601	
541	58	5837	HEDRICK	D E	(DELETE)				
543	66	0381	KARKIAINEN	E	(DELETE)				
325	24	1685	LIPE	H C	(DELETE)				
395	09	8279	OSTERBERG	L		117.5		97601	
399	01	8716	TREAT	B D	(DELETE)				NOV 2 6 197[illegible]
541	38	3624	VAUGHN	O E		224.5		97601	
544	62	7003	WATKINS	L R		232		97601	
544	24	0216	WONSER	A L	(DELETE)				
542	36	3918	COATS	M F					
544	46	6637	GRIFFIN	W E		147		97601	
544	24	7240	FAUGHT	R N		149.5		97601	
519	32	3500	HAWK	F C		145.5		97601	
476	16	0280	KLIEVER	M		16		97601	
540	40	6314	REED	J D		214		97601	
541	46	5091	WEIMER	J A		125.5		97601	
						127		97601	

[illegible]ASE RETURN THE FIRST 2 COPIES WITH YOUR REMITTANCE TO:

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[illegible]ORTLAND, OREGON 97208

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[illegible]

10/24/75
AUTHORIZED SIGNATURE DATE

[illegible] IN MAKING THESE PAYMENTS AGREES TO ABIDE [illegible] TERMS AND CONDITIONS OF

[illegible]E OPERATING ENGINEERS
TRUST FUNDS

[illegible]MATH PAVING CO

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT.	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE ELAIRATE	82.25				-
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HEALTH&WLF	.75	2656.5			1992.38
PENSION	1.00	"			2656.50
TRAINING	.05	"	PLUS	45.58	132.83
VACATION	.50	"			1328.25
CIAF	.03	"	LESS	6.87	79.70

08/75 REPORT NOT RECEIVED AS OF 09/20/75

CHECK IF YOU WANT:
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MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷ 6189.66

1529 S.W. [illegible] LEVEL [illegible] - PORTLAND, OREGON 97201
TELEPHONE (503) 223-3185

KLAMATH PAVING CO.

71399	9-75	
EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE ↑

PLOYER AFFILIATION CODE:

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST FIRST MIDDLE		HOURS WORKED		ZIPCODE LAST JOB	ASSOCIATE FLATRATE
531	30	5389	WOODERSON, M.L.		155.0			

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REPORTS NOT RECEIVED IN THE ADMINISTRATIONS OFFICE BY THE 20TH OF THE MONTH FOLLOWING THE MONTH BEING REPORTED ARE SUBJECT TO LIQUIDATED DAMAGES
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SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS

AUTHORIZED SIGNATURE	DATE

E EMPLOYER IN MAKING THESE PAYMENTS AGREES TO ABIDE
THE TERMS AND CONDITIONS OF

THE OPERATING ENGINEERS
TRUST FUNDS

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE	82.25				
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD			
HLTHSWLF	.75				
PENSION	1.00				
TRAINING	.05				
VACATION	.50				
CIAF	.03				

CHECK IF YOU WANT:
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☐ NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO. OPERATING ENGINEERS TRUST FUNDS

TOTAL $ PAID ▷

TRUST

Jack Sollis
Legal Branch

March 8, 1976

C. W. Head
Commission Services

Attached is a copy of a letter from Daniel J. Van Dyke to F. B. Klaboe concerning Contract 8210, Klamath Paving Company, prime contractor.

Also attached is a copy of our joint letter to Klamath Paving Company and United Pacific Insurance Company and a reply from Klamath Paving Company dated March 3.

So far we have not heard from United Pacific Insurance Company. (Rec. 3/10)

Shall we reply to Klamath Paving Company and if so, what shall we tell them? I have not yet replied to Mr. Van Dyke's letter of February 24 to Mr. Klaboe. What shall we tell Van Dyke?

I am attaching additional correspondence pertaining to this subject received from John Bond. John is very familiar with this pending wage determination. You may wish to discuss it with him.

3/11 — Sollis is drafting
letter~~s~~ to Van Dyke
~~and United Pac Ins Co.~~
for Klaboes' sig —
C. H.

(Sollis has original letter
rec - from United Pac - Ins. Co.)

cc John Bond

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 — 383-1481

March 5, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head, Commission Services

Dear Mr. Head:

United Pacific Bond U-895910
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: No. 8210, Barkley Springs - Algoma Section Project
Claimant: Concrete Products, Inc.

Reference your letter of February 27, 1976 addressed to Klamath Paving Company and United Pacific's Eugene Branch, we have been advised that the claim of Concrete Products, Inc. is subject to a dispute as to its amount and also a dispute as to whether or not Concrete Products, Inc. has paid the proper wage scale which involves a question as to whether or not Concrete Products, Inc. is a material supplier or a subcontractor. We understand the dispute has not been resolved yet by the State of Oregon. Therefore, because of this and other reasons, United Pacific does object to the States paying any money to Concrete Products, Inc. from their contract funds, including retained funds withheld on this project.

We have no direct information as to the status of this project. Consequently, we request the State of Oregon advise us when the contract work was completed and when the contract was completed and accepted by the State of Oregon. Also, we shall appreciate receiving a copy of the last or final pay estimate received by the contractor on this project and information as to the amount of contract funds withheld, including retained funds, by the State of Oregon on this job. Prompt receipt of this information is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department
ljh
cc. Klamath Paving Company
L. H. Lorenzen
Eugene - Bonds
Ward Insurance Agency

RECEIVED
[illegible] 10 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ING CO
amath Falls

espondence

PLANT LOCATED ON BALSAM DRIVE AT

RECEIVED
MAR 5 -
COMMISSI
DEPA

CRUSHED ROCK
KPC
ASPHALT PAVING
KLAMATH PAVING COMPANY
Telephone: (503) 882-6681 P. O. Box 1180 Klamath Falls, Oregon 97601

MARCH 3, 1976

DEPARTMENT OF TRANSPORATION
HIGHWAY BUILDING
SALEM, OREGON 97310

ATTENTION: C. W. Head
Commission Services

Dear Sir;

Before me is a copy of your letter dated February 27, 1976, to United Pacific Insurance Co. seeking their permission to pay Concrete Products, Inc. direct out of the funds being retained on contract #8210 between Klamath Paving Co. and the Oregon State Department of Transporation.

Apparently at the time this letter was sent you were not aware that the State Highway Department was retaining $10,000.00 of Mr. Flynn's payments due to a labor problem regarding various clauses in the Davis-Bacon Act. Also there are certain sums of money due us for work performed on Mr. Flynn's behalf not to mention the retainage that the Highway Division has not released on this contract.

In view of the preceding facts I don't believe it was timely for your office to make this request of our surety and in any event mention should have been made in your letter to them regarding Concrete Products dispute with the Highway Division on this project.

A follow up letter of explanation to our surety from your office would be appreciated even though a copy of this letter will be sent to them.

I believe that Mr. Flynn's Attorney was rather deceptive in his correspondence since it was his suggestion that these monies be retained.

A copy of his letter is enclosed.

Sincerely,
KLAMATH PAVING CO.

Arnie M. McDowell

Arnie M. McDowell
Secretary-Treasurer

AMMcD:bv

Enc:

RECEIVED
MAR 5 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLANT LOCATED ON BALSAM DRIVE AT LONG LAKE ROAD QUARRY

February 27, 1976

882-6681

3/3
Rec. tel-call from
Arnie McDowell (John Bor
on line too) re - this
letter - Arnie will ack'n my
2/27/76 letter - CH.

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Attached is a copy of a letter from Henigson, Stunz & Fonda, Attorneys at Law, in Nyssa, representing Concrete Products, Inc. concerning their claim against Klamath Paving Co. and United Pacific Insurance Co.

Do you have any objections to the State paying this claim with the retainage that we are holding on this contract under ORS 279.314? Please reply at your earliest convenience.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachment

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Jack Sollis

[illegible]

4

1 Ve...
Olson ✓
2 Tarpin Doc
Anderson

RECEIVED
FEB 23 1976
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To

BARKLEY SPRINGS-Copy

NARRATIVE REPORT

HIGHWAY: The Dalles-California
PREFIX: 18-1026
F.A. NO. RF 26 (9)

CONTRACT NO. 8210
COUNTY: Klamath
DECEMBER 1975

This was a grading, paving overlay and concrete shoulder barrier type project on The Dalles-California Highway between Mile Points 262.15 and 266.76. This is approximately 10 miles north of Klamath Falls.

The contract was awarded May 29, 1975 to Klamath Paving Company of Klamath Falls, Oregon in the amount of $463,381.90. Anticipated Items, Contingencies and Engineering were in addition for a total Project Authorization of $537,288.46. This office computes the final cost to be $536,203.83. This represents an underrun of 0.20 percent.

The project was awarded with two different Calendar Workday charges. The first Calendar Workday charges in the amount of 125 days was for completion of the concrete shoulder barrier. The contractor used 123 days. The second Calendar Workday charges was in the amount of 275 days. These Calendar Workdays ceased November 30, 1975. At this time the contractor had used 159 days or this represents 58 percent of the time. The project was actually completed December 15, 1975. The last 15 days being free time.

This was a Federal Aide Project, No. RF 26 (9).

The contractor completed all work within their own organization except guard rail items and guide post. These were subcontracted to Coral Corporation of Gladstone, Oregon.

The "A" and "B" Units of this contract have been problem areas for many years due to dirt slides and falling rocks which were hazardous to the travelling public and also a continuous maintenance problem.

The basic idea thru A & B Units was to remove an existing rock shoulder barrier, clean out the fallout area behind this rock barrier, place G-M Concrete Shoulder Barrier, move the existing highway approximately 2 feet westerly (towards Klamath Lake) and completely overlay the full length of the project.

It should be noted the existing rock shoulder barrier was salvaged and stockpiled for future maintenance work. The material can be utilized for ballast or rip rap.

The 8,912.5 lineal feet of G-M barrier was prefabricated by Flynn's Sand and Gravel of Ontario, Oregon at a local concrete plant here in Klamath Falls. At this time there is a wage dispute between Flynn and the Union organization regarding salaries paid to Flynn's employees. This dispute has not been settled.

During this last summer when Flynn's were pouring the concrete barrier we had a professor from OIT working on the crew. Mr. Crabtree teaches materials and concrete. During pours Mr. Crabtree ran numerous test on the concrete. This includes one day cylinder breaks at the OIT lab, temperature controls and numerous other comparison test. At the end of the prefrabrication Mr. Crabtree made a report and narrative of the test, etc. A copy of this report is being included with this project. This report will also explain why this office did not submit as many samples to the Salem lab. The reason being Mr. Crabtree was running daily test.

The final riding quality of the A.C. mat is good but the appearance is poor. The contractor did an excellent job in placing the patch lift of A.C. thru the paver but on the final lift several problems were encountered and the appearance shows it. To correct the top lift to meet minimum requirements the contractor placed 75 additional tons at his own expense. The patch lift was Class "C" A.C. and the top lift was Class "C" Modified.

The project called for an On-the-job Trainee and the contractor did work one in the teamster program. The trainee only worked a short period on this project but was observed working for the contractor all season on other projects.

$900.00 was authorized for a Zebra Board and Guard Rail at the Algoma bridge. A field inspection was made and verified the guard rail was not required. The Zebra Board was installed under SFO No. 5.

The contractor was assessed $44.35 for non-specification A.C. materials on P.A. No. 2.

After moving the centerline westerly we had two fill areas that would not support the standard 6 foot guard rail post. P.A. No. 5 was iniated and 52 eight foot guard rail post were installed thru these two areas. This corrected the deficiency.

All items have been completed and final payment can be made upon receipt of the following documents.

From Klamath Paving Co.:
Final Wage Certification.

From Coral Corporation, Subcontractor:
Final Wage Certification.
Weekly Payroll for period ending December 6, 1975.

A final inspection of the project has not been made.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1976

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RF-26(9)
Barkley Springs-Algoma Section
Concrete Barrier Fabrication -
Concrete Products, Inc.

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Attached is Assistant Chief Counsel for General Law Williford's letter of February 6 to the Department of Labor requesting a coverage opinion for the above work. Mr. Williford's preliminary finding based on the circumstances as described with your previous submittal is that the fabrication of the median barriers and their subsequent delivery to the jobsite are subject to the contract labor standards.

We will advise you of the Department of Labor's decision upon receipt of thier opinion.

G K Hassner
for G. L. Green

Attachment

cc:
OSHD (Richards)

RECEIVED
FEB 17 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
Coulter
FOR
Info | Inv | R/D | D R | Sign | Act | File

NOTED
H.S. COULTER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

6 FEB 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project RF-26(9); unidentified contractor; Concrete Products, Inc., concrete barrier fabrication subcontractor; labor standards.

Enclosed is a complete copy of our file on the subject. The Oregon State Highway Division has determined that the barrier fabricating operations described are subject to the contract labor standards. Our field offices have not expressed a coverage opinion.

Under the circumstances described we are of the opinion that the fabrication and subsequent delivery to the jobsite are subject to the contract labor standards. The concrete for the barriers was furnished by a regular materials supplier from an established plant, and this supply function is obviously not covered by the contract labor standards.

Would you please review the encolsure and provide us with your coverage opinion. Please advise if any further information is needed.

Sincerely yours,

/S/

Brian R. Williford
Assistant Chief Counsel
for General Law

1 Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon Region 10-00
Reg. Cnsl. R.B. Rutledge Portland Oregon Region 10-00
Div. Adm. G. L. Green; Salem, Oregon 10-41

LANDON & MARTIN
LAWYERS
3105 SEATTLE-FIRST BANK BLDG.
SEATTLE, WASHINGTON 98154

HERBERT O. LANDON
JAMES M. MARTIN

TELEPHONE
(206) 622-3410

November 12, 1975

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

Attention: Mr. A. McDowell

Re: Barkley Springs-Algoma Highway Contract
Contract ~~8201~~ 8210

Gentlemen:

We understand the State of Oregon is contending the work performed by Concrete Products, Inc. in producing pre-cast concrete median barriers which were installed by others on the above project is covered by the Davis-Bacon Act. Our client disagrees with this interpretation, and is convinced that the work is not within the coverage of the statute.

As you will notice from the enclosed copy of the Davis-Bacon Act, it applies to mechanics and laborers employed ". . . directly upon the site of the work . . .". The work here in question was performed eight or ten miles from the project, according to our information, and is a type of work which would not ordinarily be carried out on the project site. Hence, there is no question about evasion of the Davis-Bacon requirements and to contend that the Act applies is contrary to the specific language of the statute.

Since the application of Davis-Bacon is contested by Concrete Products, if the state continues to contend that the Act is applicable, it should withhold sufficient funds to cover the difference between the rate actually paid by our client and the prevailing wage. As you will note, this procedure is provided for in the statute. We see no justification for the withholding of any additional funds.

Very truly yours,

James M. Martin

JMM:as

cc: Mr. John Bond
Construction Section
Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon 97310
Concrete Products, Inc.

RECEIVED
MAR 5 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 27, 1976

882-6681

Rec'd tel-call from Arnie Powell (John Bond on line too) re - this letter - Arnie will ack'n my 2/27/76 letter - CH.

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Attached is a copy of a letter from Henigson, Stunz & Fonda, Attorneys at Law, in Nyssa, representing Concrete Products, Inc. concerning their claim against Klamath Paving Co. and United Pacific Insurance Co.

Do you have any objections to the State paying this claim with the retainage that we are holding on this contract under ORS 279.314? Please reply at your earliest convenience.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachment

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Jack Sollis

[illegible]

#1210

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA
DANIEL J. VAN DYKE

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
CW Head
FOR

Info	Inves	R/E	D R	Sign	Act	File
					✓	

February 24, 1976

NOTED
E. S. HUNTER

Mr. F.B. Klaboe
Administrator and State Highway Engineer
Department of Transportation
Highway Building
Salem, OR 97310

Re: Oregon State Highway Contract No. 8210
Barkley Springs-Algoma section of The Dalles-California Highway

Dear Mr. Klaboe,

Our office represents Concrete Products, Inc., an Oregon corporation which recently filed a Notice of Claim against the bond of the contractor, Klamath Paving Co., on Oregon State Highway Department Contract No. 8210. The amount of the claim of Concrete Products, Inc. against Klamath Paving Co. is $15,560.82. A copy of the said Notice of Claim and my forwarding letter of January 8, 1976 is enclosed herewith.

I hereby ask that you exercise your authority under ORS 279.314 and pay from the money presently held or to be held by the state on the aforesaid contract, the sum of $15,560.82 to Concrete Products, Inc. for the furnishing of ready-mix concrete and the manufacture and transportation of concrete median barriers to Klamath Paving Co. under the aforesaid contract.

Please advise.

Very truly yours,

Daniel J. Van Dyke
DJVD:jyr
Enclosure
cc/ Concrete Products, Inc.

H

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA
DANIEL J. VAN DYKE

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

January 8, 1976

Oregon Secretary of State
121 State Capitol
Salem, Oregon 97310

Clerk or Auditor of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

By letter of December 19, 1975, I forwarded to you for filing a Notice of Claim executed by Concrete Products, Inc. against the bond of the contractor on Oregon State Highway Department contract No. 8279. I have since learned that the contract No., 8279, is not correct but should read 8210.

Pursuant to the provisions of ORS 279.528, I am enclosing herewith for filing the Notice of Claim executed by Concrete Products, Inc., against the bond of the contractor on Oregon State Highway Department contract No. 8210.

Will you please acknowledge the filing of this claim on the enclosed copy of this letter and return it to me. Would you also advise if there are any additional requirements for perfecting this claim.

Thank you.

Very truly yours,

Daniel J. Van Dyke
Daniel J. Van Dyke

DJVD:yrm

Enclosure

CERTIFIED MAIL

RECEIVED
JAN 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

NOTICE HEREBY IS GIVEN that the undersigned Concrete Products, Inc., a Washington corporation, has a claim against Klamath Paving Company, an Oregon corporation, for the furnishing of ready-mix concrete and the manufacture and transportation of concrete median barriers, the total contract price for the furnishing of said labor and materials is the sum of $83,777.50, of which the unpaid balance and amount of this claim is the sum of Fifteen Thousand Five Hundred Sixty and 82/100 ($15,560.82) Dollars against the bond taken from Klamath Paving Company and its surety United Pacific Insurance Co. for the work of performing highway construction pursuant to Oregon State Highway Contract No. 8210 for highway construction on the Barkley Springs-Algoma section of The Dalles-Califronia Highway in Klamath County, Oregon.

CONCRETE PRODUCTS, INC.

By______________________________

President

RECEIVED

COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8710

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 19, 1976

To: G. L. Green, Division Administrator
Federal Highway Administration

From: Warren Richards
Labor Compliance Officer

Warren Richards

Attn: Glenn Hossner

Re: Labor Compliance
Barkley Springs - Algoma Section
RF-26(9)

The Semiannual Labor Compliance Enforcement Report for the Oregon State Highway Division during the last half of 1975 was recently submitted listing three unresolved complaints. One of those complaints was from a labor official in the Klamath Falls area and involved the subject project. We would appreciate your assistance in obtaining an answer to a question raised by the fabricator involved.

The fabricator, and his attorney, claim the Davis-Bacon Act does not apply to off-site work. They have submitted copies of material they say comes from McBride & Wachtel, "Government Contracts" which states that the Comptroller General did not agree with the Secretary of Labor regarding applicability of the Davis-Bacon Act to off-site work. They have also submitted a copy of a sheet, from what they say is the Davis-Bacon Act, which refers to "...mechanics and laborers employed directly upon the site of work,...". A copy of both these submissions are attached.

A copy of material from McBride & Wachtel was given to the local Department of Labor representative on one of his visits to this office. He was unfamiliar with the opinion attributed to the Comptroller Generals office and I did not solicit his aid resolving the question. I did, on October 24, 1975, request the assistance of our legal staff in determining if the Comptroller General had jurisdiction in the matter and, if so, why the Department of Labor was apparently ignoring his opinion.

Our legal staff contacted the Seattle office of the Department of Labor regarding the matter but they also were unfamiliar with the opinion attributed to the Comptroller General. They were going to refer the question to the Washington, D. C. office but we have not received a response as yet. Our legal staff has advised us that it appears that the Comptroller General does have jurisdiction.

RECEIVED
JAN 19 1976
Office of
Assistant State Highway Engineer

Form BI 734 3122

We have also received copies of this same Comptroller General's opinion from an industrial relations service representing another firm. Both seem convinced that the Secretary of Labor's opinion regarding off-site work, at least as stated in the FHWA Labor Compliance Manual, is contrary to the provisions of the Davis-Bacon Act. I believe the Comptroller General's opinion they refer to is quite old and may have been revised since that time. I notice that the sheet that the attorney says is from the Davis-Bacon Act has the heading "Public Buildings, Etc." and perhaps is not applicable to highway construction.

The U. S. Department of Labor inquired about the complaint regarding the subject project in a September 25, 1975 letter and asked if we would like their assistance. We responded by stating that we felt the matter could be satisfactorily resolved and were not requesting their assistance at that time. Unless we are able to get something from the Department of Labor giving assurance that off-site work is covered by the Davis-Bacon Act and some response to the fabricator as to why the material he supplied is not applicable, we may have to invite the Department of Labor into the matter after all.

A copy of the labor complaint is attached. The fabricator performed the work off-site at an established concrete supplier's yard. It is our understanding that the workmen were paid by the fabricator who billed the contractor directly. Had the concrete supplier paid the wages and billed the contractor, I would tend to consider the work as not being covered by the Davis-Bacon Act as I interpret the Secretary of Labor's rulings as provided in the FHWA Labor Compliance Manual. Flynn Sand & Gravel is apparently an established material supplier in Ontario and Mr. Flynn is very close to convincing us that his facility in The Dalles qualifies as a commercial source. The plant formerly in Klamath Falls, however, appears to be covered by the act and is a satellite facility as described by Chapter E-201 of the manual.

We are presently withholding funds on the subject project as well as several others which have essentially the same problem. In this case, the fabricator has given notice of his intent to file a lien against the contract. The withholding of funds is undoubtedly causing a financial burden on the fabricators and the uncertainty of wage rates may be affecting their bid prices on new work.

I am therefore requesting that you contact the Labor Compliance experts in the FHWA or Department of Labor in an attempt to answer the question raised as quickly as possible.

WR:mk

Attach.

cc: H. S. Coulter
Jack Sollis
Carl Williams
E. J. Dunn

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 16, 1976

FROM: Warren Richards
Warren Richards
Construction Office Engineer

TO: Cecil Head
Supervisor, Staff Services

SUBJECT: Intent to File Lien
Contract 8210
Barkley Springs - Algoma

Attached is a copy of a letter from Concrete Products, Inc. stating their intent to file a lien against the subject project. Mr. Flynn does not mention in that letter that there is labor compliance question involved in the work he performed for this contract. Concrete Products may well be a non-approved subcontractor rather than a material supplier according to Davis-Bacon interpretations. As a subcontractor, the company would be covered by the minimum wages specified in the contract.

Both Klamath Paving Co., contractor for the subject project, and Concrete Products have been informed of the possible wage violations. Concrete Products has not yet furnished adequate proof to convince this office that they are exempt from Davis-Bacon requirements. This is the reason given by Mr. McDowell in his January 13, 1976 letter to Concrete Products for withholding partial payment.

I telephoned Klamath Paving Co. this date and informed Mr. McDowell's secretary that there could be liquidated damages involved also. There is the potential that twice the shortage in wages will have to be paid to the workmen if there was indeed a violation of minimum wages. Additional liquidated damages could also result if overtime violations also occurred.

WR:mk

Attach.

cc: Jack Sollis
Carl Williams
E. J. Dunn

KLAMATH PAVING COMPANY
ASPHALT PAVING
Telephone: (503) 882-6681
P. O. Box 1180 Klamath Falls, Oregon 97601

RECEIVED
JAN 15 1976
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Richards
Glenn
Berg

RECEIVED
JAN 14 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JANUARY 13, 1976

CONCRETE PRODUCTS, INC.
P. O. BOX 1035
BELLEVUE, WASHINGTON 98009

Gentlemen;

The Oregon State Highway Department of Transportation is holding a substantial portion of your money due to the conflict regarding whether you operate as a sub-contractor or as a supplier.

As directed by your Attorney I proposed that only the difference between the amounts paid your employees and those rates required by the Davis-Bacon Act be withheld. The Highway Department indicates that this proposal is acceptable.

In order to initiate the release of these monies to you it is necessary that you supply a certified payroll showing the actual rates that were paid.

If you will forward these payrolls to us we will proceed to get this retention reduced.

We plan on resolving this problem with or without your co-operation. If we do not receive these documents by January 25th we will assume that they will not be provided and proceed in another direction.

Due to the facts listed above I feel you were a little hasty in filing a claim on the bond on this project. I did, and still feel the small amount of difference in what we feel is due you on this project and what you feel you have coming could be resolved by negotiation rather than litigation, but that decision was up to you.

Sincerely,
KLAMATH PAVING CO.

Arnie M. McDowell

Arnie M. McDowell
Secretary-Treasurer

CC: UNITED PACIFIC INSURANCE CO.
P. O. BOX 1788
EUGENE, OREGON 97401

WARD INS. AGENCY
149 W. 12th AVE
EUGENE, ORE. 97401

C. W. HEAD
O.S.H.D.
SALEM, ORE.
97310

E. J. DUNN
2557 ALTAMONT DR.
KLAMATH FALLS, ORE.
97601

NOTED
C. W. HEAD

CONCRETE PRODUCTS INC.

Main Office P.O. BOX 1035 • 13306 S.E. 30th STREET
BELLEVUE, WASHINGTON 98009 • (206) 746-4232

December 17, 1975

Mr. E. J. Dunn
Resident Engineer
Oregon State Highway Dept.
2557 Altamont Drive
Klamath Falls, Oregon 97601

RE: Klamath Paving Company
Contract #8120
Barkley Springs/Algoma

Dear Mr. Dunn:

This is to advise you that Klamath Paving Company is delinquent in their payments to us for concrete medium barriers delivered on the above job. These barriers were delivered on or before 8/25/75, and as of this date, we have received $65,617.87, leaving a balance of $18,159.63.

It is our intention to file lien against this job. We hope a settlement can be reached by both parties so that the State will not have to become involved.

Please take the necessary action to assure Concrete Products Inc the full amount due on this contract.

Thank you for your time and consideration.

Very truly yours,

CONCRETE PRODUCTS INC.

Johnny R. Flynn, President

JRF/kr

CC: Klamath Paving Company

Gene Stunz, Attorney at Law

OREGON OFFICE • 325 GOODELL LANE • ONTARIO, OREGON 97914 • (503) 889-7922

821

75

December 26, 1975

Henigson, Stunz & Fonda
Attorneys at Law
106 Main Street
Nyssa, OR 97913

NOTED O
12-26-75

Attn: Daniel J. Van Dyke

Gentlemen:

This is in reply to your recent letter of December 19 with attached Notice of Claim of Concrete Products, Inc., stating that Klamath Paving Company owes them for the furnishing of ready-mix concrete, etc., in the amount of $15,560.82.

From the description given, this appears to be in reference to Contract No. 8210 for grading, paving and barrier on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

The United Insurance Company through Ward Insurance Agency, 149 12th Ave. W., Eugene, OR 97401, furnished the Performance Bond on this contract.

The Secretary of State's office has informed us that this claim was filed in his office on December 22, 1975, and was assigned his File No. 5001. This information is being noted in our records and we will notify all interested parties of the receipt of this claim.

Please advise this office when the Concrete Products, Inc., claim has been satisfied. As requested, we are returning to you a copy of your letter of December 19 for your file.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Ward Ins. Agency
149 12th Ave. W.
Eugene, OR 97401

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA
DANIEL J. VAN DYKE

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

December 19, 1975

Oregon Secretary of State
121 State Capitol
Salem, Oregon 97310

Clerk or Auditor of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Pursuant to the provisions of ORS 279.528, I am enclosing herewith for filing a Notice of Claim executed by Concrete Products, Inc., against the bond of the contractor on Oregon State Highway Department contract No. ~~8279.~~ 8210

Will you please acknowledge the filing of this claim on the enclosed copy of this letter and return it to me. Would you also advise if there are any additional requirements for perfecting this claim.

Thank you for your courtesy and cooperation.

Very truly yours,

Daniel J. Van Dyke

Daniel J. Van Dyke

DJV/lw

Enclosure

RECEIVED
DEC 22 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA
DANIEL J. VAN DYKE

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

December 19, 1975

Oregon Secretary of State
121 State Capitol
Salem, Oregon 97310

Clerk or Auditor of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Pursuant to the provisions of ORS 279.528, I am enclosing herewith for filing a Notice of Claim executed by Concrete Products, Inc., against the bond of the contractor on Oregon State Highway Department contract No. ~~8279.~~ 6210

Will you please acknowledge the filing of this claim on the enclosed copy of this letter and return it to me. Would you also advise if there are any additional requirements for perfecting this claim.

Thank you for your courtesy and cooperation.

Very truly yours,

Daniel J. Van Dyke

Daniel J. Van Dyke

DJV/lw

Enclosure

RECEIVED
DEC 22 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

NOTICE HEREBY IS GIVEN that the undersigned Concrete Products, Inc., a Washington corporation, has a claim against Klamath Paving Company, an Oregon corporation, for the furnishing of ready-mix concrete and the manufacture and transportation of concrete median barriers, the total contract price for the furnishing of said labor and materials is the sum of $83,777.50, of which the unpaid balance and amount of this claim is the sum of Fifteen Thousand Five Hundred Sixty and 82/100 ($15,560.82) Dollars against the bond taken from Klamath Paving Company and its surety United Pacific Insurance Co. for the work of performing highway construction pursuant to Oregon State Highway Contract No. ~~8279~~ 8210 for highway construction on the Barkley Springs-Algoma section of The Dalles-California Highway in Klamath County, Oregon.

CONCRETE PRODUCTS, INC.

By________________________
President

RECEIVED
DEC 22 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5001

FILED
DEC 22 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
DEC 22 1975
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

NOTICE HEREBY IS GIVEN that the undersigned Concrete Products, Inc., a Washington corporation, has a claim against Klamath Paving Company, an Oregon corporation, for the furnishing of ready-mix concrete and the manufacture and transportation of concrete median barriers, the total contract price for the furnishing of said labor and materials is the sum of $83,777.50, of which the unpaid balance and amount of this claim is the sum of Fifteen Thousand Five Hundred Sixty and 82/100 ($15,560.82) Dollars against the bond taken from Klamath Paving Company and its surety United Pacific Insurance Co. for the work of performing highway construction pursuant to Oregon State Highway Contract No. ~~8279~~ 8210 for highway construction on the Barkley Springs-Algoma section of The Dalles-California Highway in Klamath County, Oregon.

CONCRETE PRODUCTS, INC.

By ____________________
President

RECEIVED
DEC 24 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8210

15

December 23, 1975

Heningson, Stunz & Fonda
Attorneys at Law
106 Main Street
Nyssa, OR 97913

Attention: Daniel J. Van Dyke

Gentlemen:

As requested in your letter and affidavit of December 19, 1975, we are attaching a certified copy of Contract No. 8210 with Klamath Paving Company for work on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:sr
Att.

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA
DANIEL J. VAN DYKE

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

December 19, 1975

Fran
Please send.
CPC

State Highway Department
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Gentlemen:

We represent Concrete Products, Inc., a Washington corporation, which has a claim against the Klamath Paving Company bond for ready-mix concrete and concrete median barriers supplied to Klamath Paving Company on the Barkley Springs-Algoma section of The Dalles-California Highway project in Klamath County.

Pursuant to the provisions of ORS 279.515, I am forwarding herewith an Affidavit from an officer of Concrete Products, Inc., and I request that you provide me with a certified copy of the contract and bond pursuant to ORS 279.514.

In the event that you need any further documentation of the claim before sending us the requested items, please call me.

Thank you for your courtesy and cooperation.

Very truly yours,

Daniel J. Van Dyke

Daniel J. Van Dyke

DJV/lw

Enclosure

RECEIVED
[illegible] 1975

NOTED
C. W. HEAD

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Malheur)

I, Johnny R. Flynn, being first duly sworn, depose and say as follows:

That I am the President of Concrete Products, Inc. a Washington Corporation and that this Affidavit is executed in behalf of the said corporation and for the purpose of fulfilling ORS 279.515, which requires an Affidavit supporting a request for a certified copy of a contract and bond.

That the said Concrete Products, Inc., supplied ready-mix concrete and manufactured and transported concrete median barriers to Klamath Paving Company on an Oregon State Highway Department contract No. ~~8279~~ 8210 for the Barkley Springs-Algoma section of The Dalles-California Highway in Klamath County, in which Klamath Paving Company was a prime contractor and the unpaid balance of the purchase price of the said labor and materials furnished by Concrete Products, Inc., is the sum of $15,560.82.

Dated this 19th day of December, 1975.

Subscribed and sworn to before me this 19th day of December, 1975.

Notary Public for Oregon
My Commission Expires: 12/8/78

8210

1

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Barkley Springs-Algoma

CONTRACTOR: Klamath Paving Co.

DATE OF CONTRACT: May 29, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: - SUPERVISION: -

PROJECT AUTHORIZATION: $537,28[illegible].46

EXCLUSIVE OF ENGINEERING: $494,684.09

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $497,632.87

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 0.6 %

SECTION: Barkley Springs-Algoma

HIGHWAY: The Dalles-Calif.

KIND OF WORK: Grading, Paving & Barrier

CONTRACT NUMBER: 8210

DATE WORK STARTED: June 26, 1975

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 125/275

SPECIFIED COMPLETION DATE:

ENGINEERING AUTHORIZATION: $42,604.57

Exp. This Week

ENGINEERING COST TO DATE: $38,570.96

PERCENT OF AUTHORIZATION: 91 %

WEEK ENDING: December 20, 1975

SECTION PREFIX: 18-1026

COUNTY: Klamath

FEDERAL AID PROJECT NUMBER: [illegible]F-26(9)

ESTIMATED COMPLETION DATE: December 15, 1975

WORK DAYS USED:

CALENDAR DAYS USED: 123/159

PERCENT OF TIME ELAPSED: 98/58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED: December 15, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD	Barrier	Guard Rail
-	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.95	4.95			4.95
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	4.95	4.95			4.95
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,492 CY	9,950T		16T	12,620T-860T
TOTAL QUANTITIES CORRECTED TO DATE	10,105 CY	5,266T		9T	13,100T-880T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			
NUMBER OF SHIFTS PER DAY				-	- -
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	
PERCENT	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays
SUNDAY	Snow A.M.-Clearing-Cool			-
MONDAY	Cloudy-Wind-Cool			-
TUESDAY	Fog A.M.-Cloudy-Cool			-
WEDNESDAY	Fog-Cloudy-Cool			-
THURSDAY	Fog A.M.-Clearing-Cool			-
FRIDAY	Clear-Cold			-
SATURDAY	Clear-Cold			-

CAUSE OF DELAY

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

Routing
RECEIVED
DEC 22 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg

SEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The final cleanup, etc. completed. This completes the project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed December 15, 1975.

Office personnel completed the Semi-final Estimate and submitted it to the Region Office on Thursday.

This is the last Weekly Report for the project.

Const. 3
Region 1
File 1

E J Dunn

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 19, 1975

Clarence F. Westlund
Financial Secretary
Building & Construction Trades Council
220 Main Street
Klamath Falls, OR 97601

Dear Sir:

Mr. Coulter has requested that I respond to your November 5 letter regarding our investigation of possible violation of the Davis-Bacon Act by Concrete Products Inc.

Concrete Products, Inc. has furnished this office information which they feel shows that their activities are not covered by the Davis-Bacon Act. The information includes a legal question which we have referred to our attorneys. In the meantime, we are withholding funds from the contractor, and will continue to do so, until this matter is resolved. The amount being withheld is more than sufficient to cover the possible wage violations.

Very truly yours,

Keasey

C. T. Keasey
Construction Engineer

CTK:mk

cc: H. S. Coulter

bc: Carl M. Williams
E. J. Dunn
J. S. Sawyer

RECEIVED
NOV 19 1975

orm 81-734-3123

BUILDING AND CONSTRUCTION TRADES COUNCIL
AFFILIATED WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
A.F.L.-C.I.O.
220 MAIN STREET
LABOR TEMPLE
KLAMATH FALLS, OREGON

NOTED
H. S. COULTER

November 5, 1975

Mr. H. W. Coulter
Assistant State Hiway Engineer
Oregon State Hiway Division
Salem, Oregon

Dear Sir,

Enclosed find copies of pertinent information. It seems as if Concrete Products Inc. is going to set up a precast operation in the Dalles, Oregon area.

This may be valid as of September 18, 1975, or there abouts, however we are concerned primarily with the Klamath Falls area where this firm set up temporary casting facilities just to service hiway construction projects. They did not sell any other precast items the two periods they were in Klamath Falls.

Please let us know as soon as you can confirm that these people were, in fact, sub-contractors on the Klamath Falls Hiway projects so the necessary steps can be taken to enforce the prevailing wage standards of the Federal and State Davis-Bacon Acts.

Respectfully yours,

Clarence F. Westlund

Clarence F. Westlund,
Financial Secretary

11-10-75
Refer to Keasey
By H.S. Coulter
Please Ans. cy HSC
Due Date 11-19-75

CFW/he

RECEIVED
NOV 10 1975
Office of
Assistant State Highway Engineer

October 21, 1975

EEW/gkm

NOTED
H. S. COULTER

Possible Davis-Bacon violations

Mr. Clarence F. Westlund
Sec. Klamath Bldg. Trades Council
220 Main Street
Klamath Falls, OR97601

1126-K

Dear Mr. Westlund:

This letter concerns your September 18, 1975, complaint of Davis-Bacon and Related Act violations by Concrete Products, Inc., or Flynn Sand & Gravel. I have been advised by the Oregon State Highway Division that they currently are investigating subject complaint. Therefore, I see no reason for duplicating their efforts.

If you have further questions, I suggest corresponding with Mr. H. S. Coulter, Assistant State Highway Engineer, Oregon State Highway Division, Highway Building, Salem, Oregon 97310.

Sincerely yours,

Edward E. Woodruff
Regional Wage Specialist

cc: Mr. Coulter, Oregon State Highway Division

Hwy

October 16, 1975

U. S. Department of Labor
Employment Standards Administration
Wage and Hour Regional Office
Room 4097 Federal Office Building
909 First Avenue
Seattle, Washington 98174

Attention: DH/EEW/gkm

Gentlemen:

Possible Wage Violations
Barkley Springs-Algoma Section
Klamath County, Contract No. 8210

Attached is a copy of our August 29 response to a complaint received from the Klamath Falls Building Trades Commission to which you refer in your September 25, 1975 letter to Mr. Baldwin. The project is a "Federal-Aid Primary Highway Project" and is subject to the Davis-Bacon and Related Acts.

The fabricator, Concrete Products, Inc., claims that it is a material-man not subject to the contract wages and is presently being given the opportunity to prove that contention. The Oregon State Highway Division is investigating the complaint and is withholding a portion of the contract payments sufficient to cover the alleged violations.

We believe that the matter can be satisfactorily resolved and are therefore not requesting your assistance at this time.

Very truly yours,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
Assistant State Highway Engineer

WR:fr js
Attachment
bc: George Baldwin ✓
F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams

RECEIVED
OCT 17 197
OFFICE
DIRECTOR of TRANSPORTATION

#8210

L.

Hwy

October 16, 1975

U. S. Department of Labor
Employment Standards Administration
Wage and Hour Regional Office
Room 4097 Federal Office Building
909 First Avenue
Seattle, Washington 98174

Attention: DH/EEW/gkm

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ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
Assistant State Highway Engineer

WR:fr js
Attachment
bc: George Baldwin ✓
F. B. Klaboe
E. S. Hunter
C. T. Keasey
Carl Williams

RECEIVED
OCT 17 197
OFFICE
DIRECTOR of TRANSPORTATION

8210

#C210

1

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SEP 30 1975

The Honorable Fred W. Heard
State Senator
State Capitol
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Fred:

The wage complaint by Mr. Clarence Westlund about which you inquired in our September 3 letter has not yet been resolved.

It appears that Concrete Products, Inc., should have been considered a subcontractor rather than a materialman (supplier). If that should prove to be the case, certified payrolls showing that the prevailing wage rates were paid will be required. I am sure you appreciate the fact that it is not always easy to discern when a fabricating firm crosses over that very hazy line that separates materialmen from subcontractors.

The prime contractor is presently being given the opportunity to prove his contention that Concrete Products was a materialman. Partial payment for the contract work will continue to be retained until this matter is satisfactorily resolved.

Sincerely,

George M. Baldwin
Director of Transportation

WR:fr fn

bc F. B. Klaboe ✓
R. B. Sipprell

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE
Room 4097 Federal Office Building
909 First Avenue
Seattle, Washington 98174
Area Code 206, 442-1916
442-1914

Date: September 25, 1975

Reply to Attn of: DH/EEW/gkm

Subject: Alleged DBRA violation

To: Mr. George Baldwin
Oregon State Highway Dept.
Salem, OR 97310

This office recently received a complaint from the Klamath Falls Building Trades Council. The charge alleged that Concrete Products, Inc., of Bellevue, Washington, in conjunction with Flynn Sand & Gravel of Ontario, Oregon, was performing work on Oregon State Highway projects and that their pay practices for portions of work on said projects were in violation of the Federal Davis-Bacon and Related Acts (DBRA) as well as the Oregon State "Little" Davis-Bacon Act. Also enclosed was a copy of a similar complaint which they filed directly with your Department.

The purpose of this letter is to inquire whether the projects in question are funded in a manner which would make the DBRA applicable or whether the projects are funded solely by the state.

If the projects are subject to DBRA is your agency or another state agency conducting an investigation pursuant to their authority as provided by Reorganization Plan Number 14 (enclosed) or does your agency request our assistance regarding this matter?

We would appreciate hearing from you at your earliest convenience.

Donald Henry
Donald Henry
Acting Associate Asst. Regional Director
for Wage Hour

cc: Federal Highway Commission

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO
Coult
FOR

Info	Inves	R/D	D R	Sign	Act	File
			✓			

RECEIVED
SEP 30 1975
OFFICE
DIRECTOR of TRANSPORTATION

U. S. DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY
WASHINGTON

SEP 18 1974

MEMORANDUM NO. 118

TO: ALL GOVERNMENT CONTRACTING AGENCIES OF THE FEDERAL GOVERNMENT AND THE DISTRICT OF COLUMBIA

SUBJECT: IMPLEMENTATION OF REORGANIZATION PLAN NO. 14 OF 1950 BY THE CONTRACTING AGENCIES

The continued increase in the number of serious complaints received by the Department of Labor from workers who are not receiving the wages to which they are entitled while working on construction jobs subject to the Davis-Bacon Act and related statutes prompts me to address this memorandum to the heads of all agencies with whom the Department of Labor shares responsibility for the effective enforcement of those labor standards laws.

In March 1950, the President sent to the Congress Reorganization Plan No. 14, making it unquestionably clear that the principal objective of the Plan was "more effective enforcement of labor standards." That is still the objective toward which all of us must direct our efforts. Both the message and the Plan itself vest in the Secretary of Labor the responsibility for prescribing appropriate standards, regulations and procedures to be observed by the contracting agencies.

The concern of the Congress for the maintenance of labor standards on behalf of construction workers has been consistently manifested by its inclusion of Plan No. 14 authority in legislation since 1950 providing Federal assistance programs for construction activity.

Because Plan No. 14 does not relieve the respective agencies awarding the contracts or providing the Federal assistance from their responsibilities for enforcement of labor standards, including the investigation of complaints of violations, I am taking this occasion to point out that the de-emphasis of

Davis-Bacon enforcement which has occurred in many agencies is not consistent with the uniform policy of vigorous enforcement by all Federal agencies which this Department espouses and for which its regulations provide guidelines.

Accordingly, all agencies are urged to reexamine their policies and procedures in this area and to utilize the guidelines provided in the attached Investigation and Enforcement Manual, with a view to a full and complete implementation of the Plan.

I must remind you that now, as in 1950, we cannot ignore or sacrifice the statutory rights of working people which are entrusted to our protection. Every agency must rise to the challenge. Better communication with contractors during the pre-construction conferences, careful and regular checks of certified payrolls by trained professional staff, and routine on-the-job checks, especially during the initial phase of construction, will go a long way at relatively reasonable cost toward achieving a strong and productive compliance effort.

I am looking forward to a new era of meaningful enforcement activities on the part of every contracting agency. Your continuing cooperation is appreciated.

Peter J. Brennan
Secretary of Labor

Attachments (2)
  Reorganization Plan No. 14
  Investigation and Enforcement Manual

REORGANIZATION PLAN NO. 14 OF 1950

Eff. May 24, 1950, 15 F.R. 3176, 64 Stat. 1267.

Prepared by the President and transmitted to the Senate and the House of Representatives in Congress assembled, March 13, 1950, pursuant to the provisions of the Reorganization Act of 1949, approved June 20, 1949 [see section 901 et seq. of this title].

LABOR STANDARDS ENFORCEMENT

In order to assure coordination of administration and consistency of enforcement of the labor standards provisions of each of the following Acts by the Federal agencies responsible for the administration thereof, the Secretary of Labor shall prescribe appropriate standards, regulations, and procedures, which shall be observed by these agencies, and cause to be made by the Department of Labor such investigations, with respect to compliance with and enforcement of such labor standards, as he deems desirable, namely: (a) The Act of March 3, 1931 (46 Stat 1494, ch. 411), as amended [sections 276a to 276a-6 of Title 40]; (b) the Act of June 13, 1934 (48 Stat. 948, ch. 482) [section 276c of Title 40]; (c) the Act of August 1, 1892 (27 Stat. 340, ch. 352), as amended [sections 321-323 of Title 40]; (d) the Act of June 19, 1912 (37 Stat. 137, ch. 174), as amended [sections 324 and 325 of Title 40]; (e) the Act of June 3, 1939 (53 Stat. 804, ch. 175), as amended [sections 1703, 1708-1711, 1713, 1715c, 1716 of Title 12]; (f) the Act of August 13, 1946 (60 Stat. 1040, ch. 958) [sections 291-291m of Title 42]; (g) the Act of May 13, 1946 (60 Stat. 170, ch. 251), as amended [sections 1101-1119 of Title 49]; and (h) the Act of July 15, 1949 (ch. 338, Public Law 171, Eighty-first Congress, first session [sections 1416, 1451-1460 of Title 42]).

MESSAGE OF THE PRESIDENT

To the Congress of the United States:

I transmit herewith Reorganization Plan No. 14 of 1950, prepared in accordance with the provisions of the Reorganization Act of 1949. For the purpose of coordinating the administration of labor standards under various statutes relating to Federal construction and public works or to construction with federally financed assistance or guaranties, the reorganization plan authorizes the Secretary of Labor to prescribe appropriate standards, regulations, and procedures with respect to these matters and to make such investigations concerning compliance with, and enforcement of, labor standards as he deems desirable. The purpose is to assure consistent and effective enforcement of such standards.

The plan is in general accord with the recommendations of the Commission on Organization of the Executive Branch of the Government. It constitutes a further step in rebuilding and strengthening the Department of Labor to make it the central agency of the Government for dealing with labor problems.

After investigation I have found and hereby declare that the reorganization contained in this plan is necessary to accomplish one or more of the purposes set forth in section 2(a) of the Reorganization Act of 1949.

There are several laws regulating wages and ployed on Federal contracts for public works or cons "eight hour laws" limit the employment of laborers and me on such projects to 8 hours per day and permit their employment in excess of that limit only upon condition that time and one-half the basic-wage rate is paid for the excess hours. The Davis-Bacon Act provides that the minimum rates of pay for laborers and mechanics on certain Federal public-works contracts shall be those prevailing for the corresponding classes of workers in the locality as determined by the Secretary of Labor. The Copeland anti-kick-back law prohibits the exaction of rebates or kick-backs from workers employed on the construction of Federal public works or works financed by the Federal Government and authorizes the Secretary of Labor to make regulations for contractors engaged on such projects.

In addition to the above statutes, there are several acts which require the payment of prevailing-wage rates, as determined by the Secretary of Labor, to laborers and mechanics employed on construction financed in whole or in part by loans or grants from the Federal Government or by mortgages guaranteed by the Federal Government. These acts are: the National Housing Act, the Housing Act of 1949, the Federal Airport Act, and the Hospital Survey and Construction Act of 1946.

With the exception of the Department of Labor, the Federal agencies involved in the administration of the various acts are divided into two classes: (1) agencies which contract for Federal public works or construction; and (2) agencies which lend or grant Federal funds, or act as guarantors of mortgages, to aid in the construction of projects to be built by State or local public agencies or private individuals and groups. The methods of enforcing labor standards necessarily differ between these two groups of agencies.

The methods adopted by the various agencies for the enforcement of labor standards vary widely in character and effectiveness. As a result, uniformity of enforcement is lacking and the degree of protection afforded workers varies from agency to agency.

In order to correct this situation, this plan authorizes the Secretary of Labor to coordinate the administration of legislation relating to wages and hours on federally financed or assisted projects by prescribing standards, regulations, and procedures to govern the enforcement activities of the various Federal agencies and by making such investigations as he deems desirable to assure consistent enforcement. The actual performance of enforcement activities, normally including the investigation of complaints of violations, will remain the duty of the respective agencies awarding the contracts or providing the Federal assistance.

Since the principal objective of the plan is more effective enforcement of labor standards, it is not probable that it will result in savings. But it will provide more uniform and more adequate protection for workers through the expenditures made for the enforcement of the existing legislation.

HARRY S. TRUMAN

THE WHITE HOUSE,
March 13, 1950.

(For Governmental Use Only)

(Title 29, Subtitle A, Code of Fed. Regs.)

Investigation and Enforcement Manual With Respect to Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction Pursuant to Regulations, Part 5, of the Secretary of Labor

Effective March 1952

(Revised March 1967)

UNITED STATES DEPARTMENT OF LABOR
WASHINGTON, D.C.

(For Governmental Use Only)

(For Governmental Use Only)

INVESTIGATION AND ENFORCEMENT MANUAL WITH RESPECT TO LABOR STANDARDS PROVISIONS APPLICABLE TO CONTRACTS COVERING FEDERALLY FINANCED AND ASSISTED CONSTRUCTION, PURSUANT TO REGULATIONS, PART 5, OF THE SECRETARY OF LABOR (TITLE 29, SUBTITLE A, CODE OF FED. REGS.)

INTRODUCTION

Reorganization Plan No. 14 of 1950 provides that to assure coordination of administration and consistency of enforcement of the labor standards provisions of various designated acts by the Federal agencies responsible for the administration thereof, the Secretary of Labor shall prescribe appropriate standards, regulations, and procedures which shall be observed by these agencies, and cause to be made by the Department of Labor such investigations, with respect to compliance with and enforcement of such labor standards, as he deems desirable. Pursuant to this directive, the Act of September 23, 1950, 64 Stat. 967, and the Defense Housing and Community Facilities Act of 1951, Public Law 139, 82d Congress, the Secretary of Labor issued Regulations, Part 5, Title 29, Subtitle A, Code of Federal Regulations, which contain regulations, standards, and procedures to be followed by Federal agencies which are engaged in work subject to any of the statutes listed in section 5.1 of the Regulations. Particular attention is directed to section 5.6 of the Regulations setting forth the minimum investigatory requirements which must be met by the agencies.

This manual is intended to implement and supplement these minimum investigatory requirements with procedures to aid the agencies in discharging their responsibility to assure compliance with the labor standards provisions of the designated Statutes and Regulations, Part 5. It is contemplated that in particular situations an agency may find it necessary to supplement or vary these procedures to some extent. For this reason and because there is no substitute for the exercise of ingenuity, initiative, and good judgment in the application of investigation techniques, this manual is intended to serve only as a guide. It will be revised from time to time, and accordingly it will be helpful if the agencies will submit their suggestions for revision and examples of problems that arise in the course of their investigations.

Part I of these instructions is concerned with the duties of the project inspector and Part II with the duties of the special investigator who makes full-scale investigation when required.

PART I—INVESTIGATION BY PROJECT INSPECTOR

SEC. 1. Relationship with other duties.

(a) The investigation for compliance by the project inspectors or other persons similarly responsible for the enforcement of the contract provisions is continuous for the duration of the job. Their activities are fundamental to the success of this program, but the assumption of additional responsibilities on their part should be consistent with their presently assigned duties as well as their experience and knowledge of construction in all its phases. Accordingly, the effective use of this staff will require that the project inspector become fully familiar with each contractor's responsibilities in the employment and payment of persons engaged on the project as well as his responsibilities for meeting other specifications, such as, for example, materials used, adherence to building code regulations, and time of completion of work.

SEC. 2. Aid to Project inspector by the agency.

(a) To aid the project inspector in developing familiarity with the labor standards provisions of the contract and the importance of current compliance by the contractor the agency should:

(1) Specifically bring to his attention the labor standards provisions which are required to be inserted in the agency's contracts pursuant to section 5.5 of Regulations, Part 5, and assure itself that he understands their meaning and purpose. Many violations can be prevented if the inspector will in turn assure himself that the contractor understands these provisions in his contract from the very beginning of the project.

(2) Make it clear to the project inspector that the enforcement of such labor provisions is in the same category as other requirements of the contract specifications, and that failure to comply with such labor standards requires adjustments by contractors and subcontractors and, in addition, may result in penalties being imposed. He should understand that maintaining compliance during the course of construction is clearly advantageous in that it will save time, trouble, and expense to both the

contractor and the Government, as well as subserve the interest of the public in the enforcement of these provisions of law.

(3) Arrange to furnish a copy of the standard contract labor stipulations and this manual to the project inspector at the beginning of his assignment, and at such other times as are necessary.

Sec. 3. Extent of investigation by project inspector.

(a) As the inspector develops this awareness of the labor provisions of the contracts and gains a little experience in their application, he should be able, merely through observation and by asking questions in conjunction with carrying out his other inspection duties, to determine readily whether or not it is necessary to request the agency for a full scale investigation as outlined in Part II of this manual. Ordinarily it will not be necessary for him to make a detailed audit of the payrolls or to conduct extensive interviews. General familiarity with the payroll and time sheets, progress reports, contractors' apprenticeship agreements and similar data, together with oral inquiries of employees and other questions here and there, would seem to be sufficient to develop information as to whether there is compliance with the labor standards provisions. The inspector will find it helpful to become acquainted with the techniques outlined in Part II of this manual and many find it expedient to adapt some of them to his investigation.

(b) Substantial sums of money can be saved if violations are found and corrected in the early stages of the construction. For example, in one case a project inspector noted in scanning a payroll for a large project that more apprentices than journeymen were listed for a particular classification. By asking a few questions the inspector found that the employees classified as apprentices were performing the duties of journeymen and, further, that they were not employed under a bona fide apprenticeship program. As a result, the contractor was enabled to rearrange his methods whereby he utilized the proper number of apprentices in an approved program and was not later faced with a large back-pay bill and possible ineligibility for further contracts. The Government was saved the expense of searching out widely scattered former employees in order to reconstruct the evidence of what had taken place during the performance of the contract. In another case, an inspector, by questioning a bulldozer operator on a clearing job, discovered that the operator and other employees in his group were being paid the rate for truck drivers. In each of these cases the job was just getting under way and the early correction of the violations resulted in savings of time and money.

(c) The inspector should bring to the attention of his superiors the need of investigative assistance or a complete investigation whenever he has reason to believe that violations, which are of a serious nature or not readily adjustable, may be present, for example where:

(1) Complaints alleging violations of such a nature are received which the inspector feels may have some validity. Some of the sources of such complaints will be employees, competing employers, their representatives or other interested persons. (Complaints shall be treated confidentially.)

(2) There are habitual and persistent violations of other requirements of the contract so as to indicate a general carelessness on the part of the contractor as respects his contractual and statutory responsibilities.

(3) Contractors delay in furnishing the required payrolls, certifications, or statements, if satisfactory explanation is not furnished or other suspicious circumstances exist.

(4) Discrepancies (other than routine errors) are discovered. The discovery of falsifications in the time and payroll records, or reasonable cause to believe such a situation to exist, calls for especially prompt and vigorous action.

Sec. 4. Preliminary checking of payrolls by the inspector.

(a) The weekly payroll should be utilized for spot checking in the course of investigation assignments whether such investigations are made on a selective basis or otherwise. The project inspector should assume responsibility for timely and proper submission of the required payroll data. He should, at least, scan this information for completeness and discrepancies, such as disproportionate employment in the various classifications, in the light of his knowledge of the status of construction on the project. He should, of course, compare the information on the payrolls with the daily time records on a spot check basis and at intervals sufficient to satisfy himself that the records truly reflect the existing conditions. The payrolls, certifications and statements, together with the project inspector's report of his findings and recommendations, should be transmitted promptly to the field or regional office for filing, or for further checking and use by the special investigator as may be necessary. The project inspector's report, if potential violations of a serious nature that are not readily adjustable are indicated, should contain sufficient data regarding the nature and extent of such potential violations to enable the agency to determine whether a full scale investigation by the special investigator is warranted.

Sec. 5. Posters.

(a) The project inspector should see that the wage determination decision and any other required material pertaining to the required labor standards provisions are posted by the contractor at the site of the work in a prominent and accessible place where it can be easily read by the workers. Enforcement will be materially aided if, in addition to the posting of the Secretary of Labor's wage determination decisions, a poster is conspicuously displayed which informs employees of their rights and that written complaints will be received by the project inspector or the agency. This would also serve to put the subcontractors on notice of the labor standards provisions. It is suggested that on projects covering large areas these posters be placed at more than one location.

PART II—FULL SCALE INVESTIGATION

Sec. 1. Scheduling of the investigation.

(a) Investigations of a reasonable percentage of projects should be made on a selective basis or whenever the agency is put on notice (as a result of the project inspector's investigation or otherwise) of any violations which are not readily adjustable, or of any violations which are of a serious nature.

(b) Investigations shall also be made whenever specifically requested by the Secretary of Labor.

(c) The selective investigations should ordinarily be made as soon as feasible after the start of substantial operations on the project, i. e., as soon as most of the trades involved have been employed on the work, in order to determine compliance adequately and to initiate enforcement remedies in the event violation of the terms of the contract or provisions of the pertinent statutes are found.

Sec. 2. Investigation steps.

(a) Steps to be taken in conducting the investigation should include:

(1) Introduction—initial employer interview.
(2) Examination of the contract, wage determination decision and posting requirements.
(3) Examination of the payroll.
(4) Examination of basic time and/or work records.
(5) Check on conformity with apprenticeship requirements.
(6) Check on laborers and mechanics not listed in the wage determination decision.
(7) Transcribing payrolls.
(8) Employee interviews.
(9) Disclosure of information to employees.
(10) Conclusion of investigation.
(11) Settlement by restitution.
(12) Potential blacklist or criminal cases.
(13) Report of the investigation.

Sec. 3. Conduct of Investigation.

(a) The full scale investigator should ordinarily conduct the investigation in the manner and order as outlined below:

1. *Introduction—initial employer interview*

(a) *Preliminary steps.* To the extent that the information is available to the agency, it is usually desirable for the investigator to gather as much of the information indicated in steps 2 through 7 as possible prior to the initial employer interview.

(b) *Credentials.* Upon arriving at the project site, the investigator should present his credentials to the contractors, subcontractors, or their representatives. (Credentials should also be presented to employees when being interviewed.)

(c) *Discussion with employer.* At his first interview with the employer or the employer's representative, or as soon thereafter as practicable, the investigator should:

(1) Inform the employer that the purpose of his visit is to make an investigation to determine compliance with the pertinent statutes and Regulations, Part 5, and outline in general terms the scope of the investigation, including the examination of pertinent records, employee interviews and physical inspection of the project.

(2) Obtain the exact legal name of the corporation or firm and any trade names, the full address, full names of owners or officers and their titles; number of persons employed, name and address of any subcontractors, and such similar information as may be necessary to make and complete the investigation.

2. *Examination of the contract, wage determination, posting requirements*

(a) An examination of the contract should be made in order to ascertain whether the stipulations required by section 5.5 of Regulations, Part 5, have been inserted in the contract. It should also be ascertained whether the wage determination decision has been properly posted.

(b) All pertinent information should be transcribed from the contract or otherwise incorporated in the report, including:

(1) Contract number.
(2) Date of award.
(3) Description of work of contractor and subcontractors.
(4) Applicable wage rates.
(5) Name and address of general contractor.

3. *Examination of the payrolls*

(a) An examination of the contractor's and subcontractor's payrolls, certified copies of which are required to be submitted by them weekly, should be made for accuracy, completeness, and true representation of the facts. The examination should cover the current or most recent payrolls as well as those for selected periods which reflect the practice of the contractor or subcontractor during the life of the contract.

(b) Check for completeness and accuracy of payrolls as to the names, addresses, job classifications, hourly wage rates, daily and weekly hours worked during the payroll period, gross weekly wages earned, deductions made from wages, and net weekly wages paid the employee.

(c) Check the wage rates shown in the payroll against the applicable wage determination.

(d) Check the number of employees in each job classification to determine whether there is a disproportionate employment of laborers, helpers or apprentices. By way of illustration, existence of any of the following circumstances may indicate a disproportionate employment, depending upon the status and type of project:

(1) Several laborers and only one journeyman electrician on a payroll submitted by the electrical subcontractor would normally indicate that laborers are performing electrical work.

(2) A greater number of helpers or apprentices than mechanics clearly indicates that (a) the ratio of apprentices to mechanics is being disregarded, (b) apprentices or helpers are performing the work of mechanics, and (c) all of the apprentices are not properly registered in an approved program or the contractor or subcontractor is not conforming to approved apprenticeship standards.

(e) *Interim reports.* If an interim inspection or progress report has been received, it should be carefully checked. It provides very valuable information that may be used in comparing the kind of work performed during a certain period with the classifications listed on the payrolls for corresponding periods. For instance, if sheet-metal work is done during a particular month and the payroll for that month fails to show any she metal workers, it is obvious that the contractor in violation of the labor standards provisions.

(f) *Contract Work Hours Standards Act.* If the Contract Work Hours Standards Act is applicable and an employee worked in excess of eight hours in any calendar day or in excess of forty hours in any workweek, determine whether time and a half the employee's regular rate was paid him for such excess hours.

4. *Examination of basic time and/or work records*

(a) A sufficient number of checks of the basic time cards, books, sheets, or other work or personnel records of a representative number of employees in each classification should be made against the payroll record in order to disclose any possible discrepancies, or to give reasonable assurance that none exist. Pertinent excerpts, or copies of such records, should be included in the case file.

(b) The records of particular employees should be included in the check whenever there appears to be any doubt or question with respect to such individuals as a result of the payroll examination, interviews, or for any other reason.

5. *Check on conformity with apprenticeship requirements*

(a) Apprentices may not be employed on the project unless they are registered under a bona fide apprenticeship program registered with a State Apprenticeship Council which is recognized by the Federal Committee on Apprenticeship, U. S. Department of Labor, or, if no such recognized Council exists in a State, under a program registered with the Bureau of Apprenticeship, U. S. Department of Labor. (Sec. 5.5 (a) (4) of Regulations of the Secretary of Labor, Part 5.)

(b) If it is found that so-called "apprentices" are being employed who are not registered under a bona fide program, ascertain their correct names, addresses, type of work each is performing, their classification, age, and rates of pay each is receiving. Also ascertain the local prevailing practice in the particular construction industry for the employment of apprentices. It may be advisable in some cases to consult with employer or employee organizations, unions, State or Federal apprenticeship offices and others in the area for helpful

(b) All pertinent information should be transcribed from the contract or otherwise incorporated in the report, including:

(1) Contract number.
(2) Date of award.
(3) Description of work of contractor and subcontractors.
(4) Applicable wage rates.
(5) Name and address of general contractor.

3. *Examination of the payrolls*

(a) An examination of the contractor's and subcontractor's payrolls, certified copies of which are required to be submitted by them weekly, should be made for accuracy, completeness, and true representation of the facts. The examination should cover the current or most recent payrolls as well as those for selected periods which reflect the practice of the contractor or subcontractor during the life of the contract.

(b) Check for completeness and accuracy of payrolls as to the names, addresses, job classifications, hourly wage rates, daily and weekly hours worked during the payroll period, gross weekly wages earned, deductions made from wages, and net weekly wages paid the employee.

(c) Check the wage rates shown in the payroll against the applicable wage determination.

(d) Check the number of employees in each job classification to determine whether there is a disproportionate employment of laborers, helpers or apprentices. By way of illustration, existence of any of the following circumstances may indicate a disproportionate employment, depending upon the status and type of project:

(1) Several laborers and only one journeyman electrician on a payroll submitted by the electrical subcontractor would normally indicate that laborers are performing electrical work.

(2) A greater number of helpers or apprentices than mechanics clearly indicates that (a) the ratio of apprentices to mechanics is being disregarded, (b) apprentices or helpers are performing the work of mechanics, and (c) all of the apprentices are not properly registered in an approved program or the contractor or subcontractor is not conforming to approved apprenticeship standards.

(e) *Interim reports.* If an interim inspection or progress report has been received, it should be carefully checked. It provides very valuable information that may be used in comparing the kind of work performed during a certain period with the classifications listed on the payrolls for corresponding periods. For instance, if sheet-metal work is done during a particular month and the payroll for that month fails to show any she metal workers, it is obvious that the contractor in violation of the labor standards provisions.

(f) *Contract Work Hours Standards Act.* If the Contract Work Hours Standards Act is applicable and an employee worked in excess of eight hours in any calendar day or in excess of forty hours in any workweek, determine whether time and a half the employee's regular rate was paid him for such excess hours.

4. *Examination of basic time and/or work records*

(a) A sufficient number of checks of the basic time cards, books, sheets, or other work or personnel records of a representative number of employees in each classification should be made against the payroll record in order to disclose any possible discrepancies, or to give reasonable assurance that none exist. Pertinent excerpts, or copies of such records, should be included in the case file.

(b) The records of particular employees should be included in the check whenever there appears to be any doubt or question with respect to such individuals as a result of the payroll examination interviews, or for any other reason.

5. *Check on conformity with apprenticeship requirements*

(a) Apprentices may not be employed on the project unless they are registered under a bona fide apprenticeship program registered with a State Apprenticeship Council which is recognized by the Federal Committee on Apprenticeship, U. S. Department of Labor, or, if no such recognized Council exists in a State, under a program registered with the Bureau of Apprenticeship, U. S. Department of Labor. (Sec. 5.5 (a) (4) of Regulations of the Secretary of Labor, Part 5.)

(b) If it is found that so-called "apprentices" are being employed who are not registered under a bona fide program, ascertain their correct names, addresses, type of work each is performing, their classification, age, and rates of pay each is receiving. Also ascertain the local prevailing practice in the particular construction industry for the employment of apprentices. It may be advisable in some cases to consult with employer or employee organizations, unions, State or Federal apprenticeship offices and others in the area for helpful information as to wage rates and the permissible ratio of journeymen to apprentices. In the case of registered programs, permissible ratios of apprentices to mechanics may be found in the set of standards contained in the program to which the contractor has subscribed.

(c) In the case of employment of apprentices in excess of the approved ratio, or erroneous classification of mechanics as apprentices, the investigator should ascertain from interviews and available data all pertinent information such as work experience in the trade or related trades, age, type of work performed, rate of pay each is receiving, supervision received, and whether he has ever been classified as an apprentice.

6. *Laborers and mechanics not listed in the wage determination decision*

(a) Determine whether the contractor has been employing any laborers or mechanics whose classification is not listed in the wage determination. If so, describe the work they are performing, the tools used, and report the wage rates they are being paid and whether or not, as the case may be, they have been reclassified in accordance with section 5.5 (a) (1) (ii) of Regulations, Part 5.

7. *Transcribing payrolls*

(a) *Substantiation of compliance by representative transcriptions.* The investigator should, where necessary, substantiate a finding of compliance by representative payroll transcriptions which reflect the practices of the contractor throughout the course of the job. The transcriptions should include for the period covered by the investigation (1) an employee in each classification representing the lowest wage rate paid, (2) an employee in each classification representing the longest hours worked, (3) representative weeks in the most active period, (4) representative weeks in the most inactive period, (5) all methods of wage payments (salary, hourly, daily, etc.) in use during the period covered by the investigation.

(b) *Transcriptions in violation cases.* Representative transcriptions of the violations should be made. These transcriptions, to be useful, must be made in sufficient detail and in such form that they can be used as a check against subsequent computations or for purposes of restitution or as possible evidence in other legal proceedings or in making deductions on Standard Form 1093. Transcriptions should, insofar as possible, be prepared on the forms used by the employer and should be free of notes, comments, or other extraneous matter. Comments or explanations should be placed on separate memoranda or in the narrative report.

8. *Employee interviews*

(a) *Objectives of employee interviews.* Employee interviews are essential to the completeness of the investigation. They should be sufficient in number to establish the degree of adequacy and accuracy of the records and the nature and extent of any violations. They should also be representative of all classifications of employees on the project under investigation. In doubtful compliance situations they should include interviews with former employees. It is desirable that they be definite and clear enough to give anyone reviewing the investigation file an adequate and accurate picture of the violations, if any, as they existed during the period covered by the investigation.

The objectives of an employee interview will be attained only if the investigator prepares for, and approaches the interview in such a manner that the pertinent facts desired will be elicited. Transcriptions of records and the employees selected for interview should be coordinated. This will enable the employee to discuss the situation more adequately and will afford the investigator an opportunity to tie up the interview with the transcriptions and clear up any matters about which there may be doubt or question. The information derived from the interview will depend in part on the attitude of the employee being interviewed, which may be influenced by the way he is approached. The employee should be informed that the information given is confidential, and that his identity will not be disclosed to the employer without the employee's written permission.

(b) *Place of interview.* Employees currently employed may be interviewed during working hours on the job, in accordance with section 5.5 (a) (3) (ii) of Regulations, Part 5, provided the interview can be properly and privately conducted on the premises. In cases of falsification of records, fear of reprisals or intimidation, it may be more advisable to conduct the interview elsewhere such as in the employee's home, at the agency's office, or other suitable place where it may be arranged.

(c) *Mail interviews.* Employees formerly employed on the job may be interviewed at their home, at the agency's office, or by mail.

Ordinarily, an interview should be made by mail only if a personal interview is impracticable. In addition to former employees, mail interviews may often be appropriate where employees are not on duty at the time of the investigation, but the use of the mail form of interview should be kept to a minimum and every effort should be made to make personal interviews.

(d) *Privacy of interviews.* Employees should not be interviewed in the presence of the employer, another employee, or any other person.

(e) *Interview time.* If the interview is conducted on the job site it should be arranged to cause the least inconvenience to the employer and employee. If conducted elsewhere, effort should be made to make it at the convenience of the employee. When held away from the job site, the period selected should necessarily be before or after the employee's usual working hours.

The investigator should be able to estimate the time to allow for an average interview and should schedule interviews to assure immediate reception of the employee. Careless scheduling results in delay and creates an unfavorable impression. Failure to adhere to the scheduling may cause resentment and lack of cooperation by the employees.

(f) *Oral interview statements.* An employee interview need not be recorded in a signed statement when it serves merely to confirm what the records reveal, and is not otherwise indicative of a violation, assuming no violation has been alleged and the records are adequate. A record of such oral interviews should be made, however, for the case file, showing date, name, classification, and digest of the employee's remarks.

(g) *Signed interview statements.* Signed interview statements are necessary under circumstances where, without them, the investigator might be left without support for his findings, if the employees later attempt to change or deny the testimony given.

A signed employee statement should not be recorded on the same sheet of paper as another signed employee statement. An employee's statement cannot be considered confidential if another employee is permitted to sign the same sheet of paper, and its use may otherwise be impaired.

The principal situations, which require the preparation of a signed statement, arise when the interview:

(1) Involves information as to hours, wages, classification or other essential facts which are in question or missing from the records but necessary for determination of whether a monetary violation has occurred, and as a basis for the computation of back wages due.

(2) Has a bearing on the question of falsification of records or other criteria of wilfulness.

(3) Indicates that the employee was intimidated, or forced to "kick back" any part of his compensation.

(4) Yields factual evidence pertinent to any actual or possible controversy with the employer as to whether a particular violation has occurred.

The foregoing are not necessarily inclusive of all situations in which good judgment will call for the taking of signed statements. The investigator should keep in mind that the conclusions he makes, or the facts he reports for decision by others, often involve the current and prospective expenditure of considerable sums of money. Therefore, insofar as possible his report should be based on interviews, personal observation, payroll records and other data.

When a representative number of interviews which result in written statements are followed by interviews of other employees in the same group who are found to be employed under like conditions, it is not usually necessary to prepare further additional statements if they will merely duplicate the essential information in the statements already taken. The investigator should explain in his report of the investigation that the employees named were in the same group and gave the same information with respect to their own employment as was given by other employees who made signed statements.

(h) *Preparation of interview statements—general principles.* When a written statement is taken, it should be recorded in the manner stated by the employee; it should be read by him, and contain a statement that it has been read and that it is correct. The investigator may restate or summarize the employee's remarks, but should do so in the first person and should phrase it in the employee's manner of speaking. The statement should be signed by the employee and the signature, except in mail interviews, should be witnessed by the investigator. Where the statement is not signed, the investigator should give, either in the statement or in his report, the employee's reason for not signing. Any changes in a signed employee statement should be initialed by the employee.

Each interview statement should contain identifying information as follows:

(1) Place and date of interview.

(2) Name of employer (firm).

(3) Name and permanent address of employee being interviewed.

(4) Employment status (whether present or former employee).

(5) If an apprentice, the age, date of birth, and information concerning his status.

(6) Job classification and exact work performed, place where performed, period of employment, hour for starting and stopping work, daily and weekly hours worked, rate of pay, wages received, manner in which time and work are recorded.

The interview should cover all the allegations of violations (particularly those in a complaint) with respect to which the employee could be expected to be in a position to furnish information. The employee should be questioned as to whether he has ever been forced, intimidated or threatened with dismissal to give up any part of his compensation.

The interview should also cover any other details necessary to indicate accuracy of the employer's records, statements, or certifications in order to determine whether there has been compliance.

(i) *Employee interviews where records are inadequate or inaccurate.* When records are inadequate or inaccurate, the employee interviews should contain as much information as possible regarding the inadequacies or inaccuracies and hours of work. The workday, workweeks, and the periods covered by the active and less active periods should be established in order that a formula or pattern can be formulated for the computation of any back wages that may be due. Holiday weeks, if any, should be identified.

(j) *Complainant interview.* All complaint investigations must include, except under extraordinary circumstances, an interview with the complainant. When the complaint was made in person, particularly by a person who was not employed at the time by the employer complained against, the complaint itself may be in sufficient detail to constitute an interview. In such a case, an interview or a notice by letter may be postponed until the complainant can be informed that the investigation has been made and of the results insofar as the complainant is personally concerned. When a complainant interview is impracticable or impossible, the omission of the interview should be justified in the report of the investigation. The investigator should use caution and consider all aspects of the investigation in determining whether he should interview the complainant at, or away from, the work site.

9. *Disclosure of information to employees*

During an investigation, the investigator may receive oral inquiries from employees as to the provisions of the acts, compliance with those provisions by the employer, and whether the employees may expect to receive back wages as a result of the investigation.

An inquiring employee has a right to be informed of the provisions of the acts and of his rights. He should, however, be given no information by the investigator which was obtained from an examination of the employer's records, except that the investigator may check with the employee transcriptions from the employer's records of pertinent matters, such as proper classification, hours worked, and wages paid. This should be done not by showing the transcriptions to the employee, but by questioning him as to his work performance, hours worked in particular days and weeks, wages paid, and by checking his answers against the transcriptions, or by comparing the transcriptions, check stubs, personal time records, or any evidence possessed by the employee. Under no circumstances may the employee be given, or allowed to make, copies of data obtained from the employer's records.

The investigator should not, under any circumstances, give his opinion as to whether any back wages are due an employee because of the violations by the employer, but he may instruct the employee as to how his wages or overtime pay, if applicable, should be computed.

The investigator must carefully refrain from words or acts which may be interpreted as suggesting to employees, or groups of employees, that resort be had to the courts.

The investigator may advise inquirers that his sole function as an investigator is to ascertain and to report to his superiors all of the facts concerning the employer's compliance with the provisions of the statutes, that the investigation is not completed until his superiors have received and acted upon the facts, and that any further inquiries concerning the investigation should be addressed to the agency.

10. *Conclusion of the investigation*

(a) When the investigator has completed his examination of the employer's pertinent records, interviewed representative employees, and obtained all the facts necessary to determine the extent of the employer's compliance or noncompliance, he may, when appropriate, confer with the employer, or his designated representative, and

(1) Inform him generally of the investigation findings, and indicate that these findings are based solely on the facts and information disclosed by the investigation.

(2) Detail to him specifically what must be done to eliminate the violations, if any, and give him any available informational material, in addition to that already given him, which the investigation has developed he may need or should have, or request that it be mailed to him by the agency office. In appropriate cases the investigator may, within the limits of the authority delegated to him by the agency head, arrange for payment of restitution.

11. *Settlement by restitution*

In accordance with section 5.10 (a) of the Regulations, Part 5, in appropriate cases where violations of the labor standards stipulations required by the regulations and the applicable statutes result in underpayment of wages, and such underpayment is found to be nonwilful, restitution may be ordered by the agency to be made to all the employees involved. Computation of back wages may be made by the agency, or the employer may be requested to do so, subject to check by the agency.

Upon completion of computations, a summary sheet of the unpaid amounts payable to the employees involved should be prepared by the agency a copy of which shall be furnished the employer. The agency shall advise the employer of the procedure which will satisfy it conclusively that proper restitution has been made.

12. *Potential blacklist or criminal cases*

When an investigator develops a case in which the blacklist might be applied under section 5.6 (b) of Regulations, Part 5, or in which criminal action might be undertaken under section 5.10 (b) of the Regulations, he shall not negotiate for restitution nor reveal the detailed evidence on which his findings are based to the employer. He should, however, advise him generally as to the steps he should take to bring himself into compliance.

In such cases the investigator shall obtain sufficient evidence such as transcriptions, employee interviews, and official reports which justify his referral of the case to his agency for action under either or both of these sections of the Regulations.

13. *Report of the investigation*

(a) After completing all aspects of the investigation as prescribed and gathering sufficient evidence to support the conclusions reached, the case file containing documents, employee statements, transcripts of records, computations, and other material shall be referred through channels to the agency with an appropriate written report covering details of the investigation, findings, manner of settlement or recommendation as to further action. Where restitution is made, evidence of the payments should be included in the case file.

(b) In all cases where wilful violations are found, as well as in all cases of underpayment of $500 or more, whether wilful or not, a copy of the investigation report, including the information required under section 5.7 (a) of the Regulations, Part 5, shall be forwarded to the Secretary of Labor by the agency.

(c) In his report in a potential blacklist or criminal case the investigator should make definite recommendations when he has probable cause to conclude that the violations are aggravated, wilful or contravene a criminal statute, as the case may be, as to whether the blacklist should be applied under section 5.6 (b) of Regulations, Part 5, or whether the matter should be forwarded to the Attorney General of the United States in accordance with section 5.10 (b) of the Regulations, or both. In such cases, as in all others, the file should contain sufficient evidence to justify his recommendations.

U.S. GOVERNMENT PRINTING OFFICE: 1967 O—248-630

GPO 879-965

14) 503 882-7761

BUILDING AND CONSTRUCTION TRADE COUNCIL
AFFILIATED WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
A.F.L.-C.I.O.
2
220 MAIN STREET
LABOR TEMPLE
KLAMATH FALLS, OREGON

September 18, 1975
(503) 884-5327

Mr. Edward Woodruff
Employment Standards Division
Room 2008 Smith Tower
Seattle, Washington 98104

Dear Sir;

Enclosed please find pertinent information on clear cut violations of the Davis-Bacon Act, which provides for payment of prevailing wages in the Construction Industry.

More specificaly, the workers hired by Concrete Products Inc., Bellevue, Washington, or Flynn Sand & Gravel, Ontario, Oregon, to cast and strip the concrete barriers that have been used on Oregon Hiways.

We hope to hear from you or the Portland office where we have filed a formal complaint.

Sincerely yours,

Clarence F. Westlund
Sec. Klamath Bldg. Trades
Council, Klamath Falls

BUILDING AND CONSTRUCTION TRADES COUNCIL
AFFILIATED WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
A.F.L.-C.I.O.
220 MAIN STREET
LABOR TEMPLE
KLAMATH FALLS, OREGON

August 8, 1975

Mr. George Baldwin
Oregon State highway dept.
Salem, Oregon 97310

Dear Sir:

This letter will inform you that the Klamath Building Trades Council is asking the Oregon State Building & Construction Trades Council to take economic sanctions against Concrete Products Inc. Bellevue, Washington and a subsidiary firm, Flynn Sand & Gravel, Ontario, Oregon owned by we believe Stillwell & Gerard, Bellevue Washington, for not paying the prevailing wage rates and conditions enjoyed by the Construction Industry of Oregon. More specifically, the Oregon State Highway Construction projects on Highway 97, some 15 miles north of Klamath Falls, Oregon, where they are using precast concrete highway barriers to contain falling rock.

These barriers were cast in Klamath Falls in forms imported by the following firm Concrete Products Inc. and set up temporarily at a site at 1999 S. Sixth St., Klamath Falls, Oregon. They poured somewhere between 200 & 300 barriers (I do not know the exact number) now they have shipped out the forms and I hear they are going to set up a temporary facility at The Dalles, Oregon and pour several thousand of them for Highway projects.

The Carpenter agreement of 1973 to 1975 with the A.G.C. states on page 3, Article 11, Section 3 as follows:

"The terms of this Agreement shall also apply to that work performed at temporary facilities such as fabrication yards and/or assembly plants located at or adjacent to the construction site, which are integrated with and set up for the purpose of servicing the construction project or p;ojects rather than to serve the Public generally."

This eliminated calling these concrete barriers a commercial product, we believe, and therefore it is not possible to exclude the construction of these barriers from the prevailing wage rates of the Construction Industry.

The above mentioned company employed eight workers (all were out of area residents) some even from Washington State. The going wage scale was around $4.50 per hour as near as I could determine.

BUILDING AND CONSTRUCTION TRADES COUNCIL
AFFILIATED WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
A.F.L.-C.I.O.
220 MAIN STREET
LABOR TEMPLE
KLAMATH FALLS, OREGON

We hope you can see your way to rectify this matter at once, in order to eliminate unfair discrimination. We are also notifying the Public Wage and Contract Officer in our area, Mr. Paul Tiffany and the State Labor Commissioner, Wm. Stevenson, to rectify this problem.

Sincerely yours,
Clarence F. Westlund
Clarence F. Westlund
Secretary

CFW/jy

cc: Paul Tiffany, Federal Wage & Contract Officer
Wm. Stevenson, State Labor Commissioner
Al Ullman, Representative
Mark O. Hatfield, U. S. Senator
Bob Packwood, U. S. Senator
James Weaver, Representative
Fred Heard, Oregon State Senator
Robert Straub, Governor
Gary L. Wilhelms, State Representative
John Gunther, State Highway Division, Klamath Falls
Dick Groener, Oregon State Senator
Robert Georgine, President, Bldg. Trades Dept.
Roy Coles, Secretary, Oregon State Council of Carpenters
Hal Morton, Executive Board Member UBCJ
Lloyd Knudsen, Legislative Representative, State AFL-CIO
Robert Stanfill, Secretary, Oregon State Bldg. Trades Council
Allan Rettman: President, Oregon State Council of Carpenters
John L. Sullivan, Bus. Repre. Local 933, Hermiston
Pat Randle, Secretary, Oregon State AFL-CIO
Wilbur Spickerman, Bus Repre. Local 1896, The Dalles, Oregon
William Sidell, General President UBCJ

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

SENATOR FRED W. HEARD
MAJORITY LEADER
(503) 378-8700

September 3, 1975

Mr. George Baldwin
Oregon State Highway Dept.
Salem, Oregon 97310

Dear George:

It has been called to my attention that the Klamath Building Trades Council has asked the Oregon State Building and Construction Trades Council to take economic sanctions against Concrete Products Inc. and Flynn Sand and Gravel for not providing the prevailing wage rates and conditions in conjunction with the Oregon State Highway Construction projects on Highwat 97 some 15 miles north of Klamath Falls where precast concrete highway barriers are being used to contain falling rock. Is this highly questionable labor practice taking place and, if so, what is being done to rectify the situation?

I would appreciate hearing from you on the above matter.

Cordially,

Fred W Heard

Senator Fred W. Heard

FWH/slm

RECEIVED
SEP 1 1975
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
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DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

AIRMAIL

September 8, 1975

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

We have not yet completed our investigation into the wage complaint by Mr. Clarence Westlund about which you inquired in your August 15 letter.

It appears that Concrete Products, Inc., should have been considered a subcontractor rather than a materialman. If that should prove to be the case, certified payrolls showing that the prevailing wage rates were paid will be required.

The contractor is presently being given the opportunity to prove his contention that the fabricating firm was a materialman. Partial payment for the contract work will be retained until this matter is satisfactorily resolved.

I received a letter also from Mr. Westlund on this subject, and I am enclosing a copy of our reply for your information.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosure

WR:fr fn

bc F. B. Klaboe ✓

NOTED
F. B. KLABOE

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STATE HWY ENGR
SEP 9 '75
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FOR
Info Inves R/D D/R Sign Act File

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HENRY BELLMON, OKLA.

JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

August 15, 1975

Mr. George Baldwin
Oregon State Highway Department
Salem, Oregon 97310

Dear George:

Enclosed please find a copy of a communication I have received from Mr. Clarence Westlund. I would appreciate your comments on this matter so that I may furnish this individual with an appropriate response.

I am grateful for your attention to this inquiry.

Best regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mgt

RECEIVED
STATE HWY ENGR

AUG 20 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

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AUG [illegible]
OFFICE
DIRECTOR of [illegible]

8210

3C-14

August 29, 1975

Mr. Clarence F. Westlund, Secretary
Building and Construction Trades Council
220 Main Street
Klamath Falls, Oregon 97601

Dear Mr. Westlund:

Re: Possible Wage Violations
Barkley Springs - Algoma Section
Klamath County, Contract No. 8210

Mr. Baldwin asked me to respond to your August 8 letter regarding wages paid by Concrete Products, Inc., on a State Highway project. Our field office has not yet completed its investigation, but it appears that the concrete barrier fabricator should have been considered as a subcontractor rather than a materialman. Unless the contractor is able to show that the firm is indeed a materialman due to reasons not now apparent, a subcontract for this work will be required. The barrier fabricator would then have to furnish certified copies of the job payrolls showing that the prevailing wage rates had been paid.

Our Region Office has been alerted to the possibility that the fabricator may be planning to perform construction work in The Dalles area that is covered by the contract minimum wages. A subcontract and copies of certified payrolls will be required for that work if it is appropriate.

Thank you for bringing this matter to our attention.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: George M. Baldwin
E. S. Hunter
H. S. Coulter
C. T. Keasey
Carl M. Williams

WR:mk srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 14, 1975

FILE: CON 4

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Sub-contracts vs. Suppliers
Labor Compliance Criteria

TO: All Resident Engineers
Region IV

It was recently brought to our attention that a company assumed to be a supplier was in fact a subcontractor.

Attached is a copy of Chapters E-200, E-201 and E-202 of the Labor Compliance Manual for Direct Federal and Federal-Aid Construction. Please review these chapters and your construction projects to determine if you have materials suppliers that, in fact, are subcontractors.

The situation that was brought to our attention was not monitored to determine if contract minimum wages were being paid since the company was assumed to be a supplier. Local interests were much concerned because the company was paying less than prevailing wages and questioned the company's assumed status relating to the contract. To dispute the supplier assumption, the local interests cited a section of the Carpenter/AGC contract.

The section cited closely conforms to the information given in the attached Labor Compliance Manual chapters. In reviewing the situation, the company originally assumed to be a supplier is, in fact, a subcontractor and to comply with Federal Regulations a subcontract will be required.

A more critical evaluation of supplier vs. subcontractor status on all projects is certainly warranted.

RAS:mr

enclosures

cc: C. T. Keasey

Routing
1 Keasey
2 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
AUG 15 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 22, 1975

Southern Pacific Transportation Co.
324 Union Station
Portland, Oregon 97209

Attn: Mr. R. L. Johnston

Re: Railroad Charges
Barkley Springs-Algoma Section
The Dalles-California Highway
Klamath County
Contract #8210

SPTC File 323-3

Dear Sir:

To confirm my conversation with Mr. R. L. Johnston of your engineering department of June 20, 1975, please be advised that the State Highway Division will reimburse Southern Pacific Transportation Co. for charges incurred by you in repairing your slide fence near Southern Pacific M.P. 442.3 on your Cascade Main Line. It is my understanding that the charges incurred involve the work done by a signal maintainer and necessary materials, etc. to make the proper repairs on this slide fence.

As soon as your final bill is complete, please send it to me for review and payment by the Oregon Highway Division.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:ejd

bcc: H. S. Coulter
C. T. Keasey
C. M. Williams
E. J. Dunn
J. L. Sollis
J. H. Versteed
L. W. Rulien

RECEIVED
AUG 25 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form 81-734-3123

[illegible] Jay Street
Klamath Falls, Oregon 97601
June 30, 1976
7 AM.

F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Bldg
Salem, Oregon

Dear Mr. Klaboe,

Our Oregonian this morning brings real disturbing NEWS to my wife and I who fought so valiantly to prevent just such a fiasco on building and maintaining our Oregon highways which, I may add, after seeing many state highways on the East Coast, are the best we've seen. However much remains to be done we both know.

Now Mr. Klaboe my wife and I wrote **121** letters to our state Legislators and **6** to Governor McCall & Gov. Straub to get 8 + 4¢/gal ext gasoline tax and increased weight mile taxes, also horsepower per vehicle taxes, also truck flaps on tires. We were a little disappointed in the final outcome, but at least most of our postage we felt went for a good cause. Now Mr. Klaboe according to the Oregonian article, we learn this whole thing i.e. gas tax increase and weight mile tax increase will have to be voted on by the voters in November!!! What a revolting development!! Given the mood of our voters today these 2 items won't stand a rock hard, solid ice snowball's chance in Hell of ever passing. How in the world could such a thing ever happen? My wife and I were under the impression that when the Legislature & Governor passed and signed these 2 traffic items that they were the law of the land! God help us!! No wonder we are in such a hell of a mess!!!!!

Also, Mr. Klaboe the rock embankment containment project at Algoma Modoc Point on U.S. 97, 10-17 miles north of Klamath Falls is ONLY PARTIALLY successful. Why? Because the rocks still bounce off the cliff OVER the l esthetic, fancy, concrete wall and ON THE HIGHWAY!! Did you run out of money? My wife and I notice that on a VERY SMALL portion you added a link fence ON TOP of the wall about 10 feet high. This is very good! But it is only for a VERY, VERY, SHORT DISTANCE and the rocks bounce out on the highway where the link fence DOES NOT exist. Thus, can you continue the addition of the link fence ON TOP of the low, esthetic looking, concrete graded wall? Why? To keep the small, medium, & large rocks out of the 2 lanes of traffic. If you ran out of money that is a good and only VIABLE excuse because the present very low concrete wall is as effective as the old time stone wall which was breached in many places by large boulders in the past! Strong steel mesh anchored down with criss crossed cables as in Washington & California on the cliff face is much more satisfactory, Mr. Klaboe.

Please answer. Thanks.

Sincerely,
[illegible] for safer highways

R

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
323-3

June 20, 1975

NOTED
H. S. COULTER

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Referring to telephone conversation with Mr. R. L. Johnston of our Engineering Department this date, concerning construction adjacent to our track near Algoma.

It was brought out that this project is your Barkley Springs Algoma Section of the Dallas California Highway, Contract No. 8210, with the work being done by Klamath Paving Company. It was brought to our attention by the Signal Department due to a Signal Maintainer being called to repair a slide fence damaged due to your contract work near our MP 442.3. Our Maintainer has made several checks since to make sure our facilities are safe. We, therefore, ask you to reimburse us for charges for his time expense and whatever material was necessary for this.

Please advise your concurrence with this, and to whom these charges should be directed.

Yours truly,

Chas. T. Baber

xc: H. S. Coulter
C. T. Keasey — Please advise as to approval.
C. M. Williams
E. J. D[illegible]
J. L. Sallis
J. H. Versteeg
L. W. Rulien

NOTED
J. E. CHIDSEY

LIC 5-9-7 R

U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-26(9)

STATE PROJECT NO.
Barkley Springs-Algoma

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-48

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
Hunter
FOR
Info ☐ Inves ☐ R/O ☐ D/R ☐ Sign ☐ Act ☑ File ☐

NOTED
E. S. HUNTER

DATE PS&E APPROVED
April 30, 1975

DATE AUTHORIZATION EFFECTIVE
April 30, 1975

FEDERAL ROUTE NUMBER
Primary Route No. 4

STATE ROUTE NUMBER
State Primary Route 4

GENERAL LOCATION:
US 97, 5.0 miles south of Modoc Point, South 4.9 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping	# 1,000
Zebra Board Installation	150
Install Pipe Under Barrier	2,000
Delineate Barrier	300

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
5-9-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 30, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Barkley Springs-Algoma Section
The Dalles-California Hwy.
Klamath County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 4-30-75

5-1-75
ORIGINAL TO
L.W. Rulien
w/att

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 30, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Barkley Springs-Algoma Section
The Dalles-California Hwy.
Klamath County

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County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 4-30-75

5-1-75
ORIGINAL TO
L.W. Rulien
w/att

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 1, 1975

A. PROJECT IDENTIFICATION

Name of Project BARKLEY SPRINGS - ALGOMA ~~Modoc Point - N. Klamath Falls Section~~ RF-26 (-)
(Section)

Location of Project The Dalles-California Highway (4) (Highway Name) U. S. 97 (Highway No., US - ORE)

--- (City) Klamath (County) IV (Region)

Program FA (75) (Funding) 625,000 ~~550,000~~ (Estimated Cost) 18-1495-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Pavement Overlay with construction of permanent concrete barrier walls along shoulders to provide a means of containing a dangerous rock-fall problem which presently poses a hazard to motorists.

Origin and History: Back to May 1960 (complaints by Senator H. Boivin of accidents) and continuing to present. Need precipitated by increasing accident rate over entire section.

C. DESCRIPTION OF PROJECT

Length Approximately 5 miles

262.14 ✓ 26[illegible]8 ✓

Termini 262.25 to 267.08

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A

Typical Section (2) 12'-travel lanes and 4' shoulders with GM shoulder barrier for units 'A' and 'B', and (2) 12'-travel lanes and 6' shoulders on intervening section.

Structures N/A

Characteristics (ADT) 4,000 - 4,600 ADT (1972)

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

This project is of a nature where a discussion of alternative is not applicable.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is confined by the east-central shore of Upper Klamath Lake on the west, and by the Modoc and Plum Ridge Scarps on the east. These scarps, which face west with slopes of 50^o, represent the major source of rockfall which has consistently plagued the highway. The base of these scarps is occupied by "slices" (small, vertical scarps) and unweathered rock. Drainage difficulties are sometimes present between the roadway (elevated) and the rock-fallout area at the base of the scarps.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) There are no major cultural features immediately adjacent to, or affected by, the proposed project. Two small settlements exist nearby: Algoma and Shady Pine. Neither is directly affected. Adjacent to the highway on the west, between it and the lake,are electric transmission lines and railway tracks (2 mainline and 1 auxiliary). Particularly in Unit "A", this poses a restriction on construction alternatives, as the project is, in effect, sandwiched between the rock face and utilities.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
None required.

Consequences:

2. Estimated Changes in Traffic Patterns:
Temporary concerns with problem of staging and detours.

Consequences:

3. Estimated Changes in Land Use:
None anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

None preceived.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist			
Water Quality Spec.	XXX		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

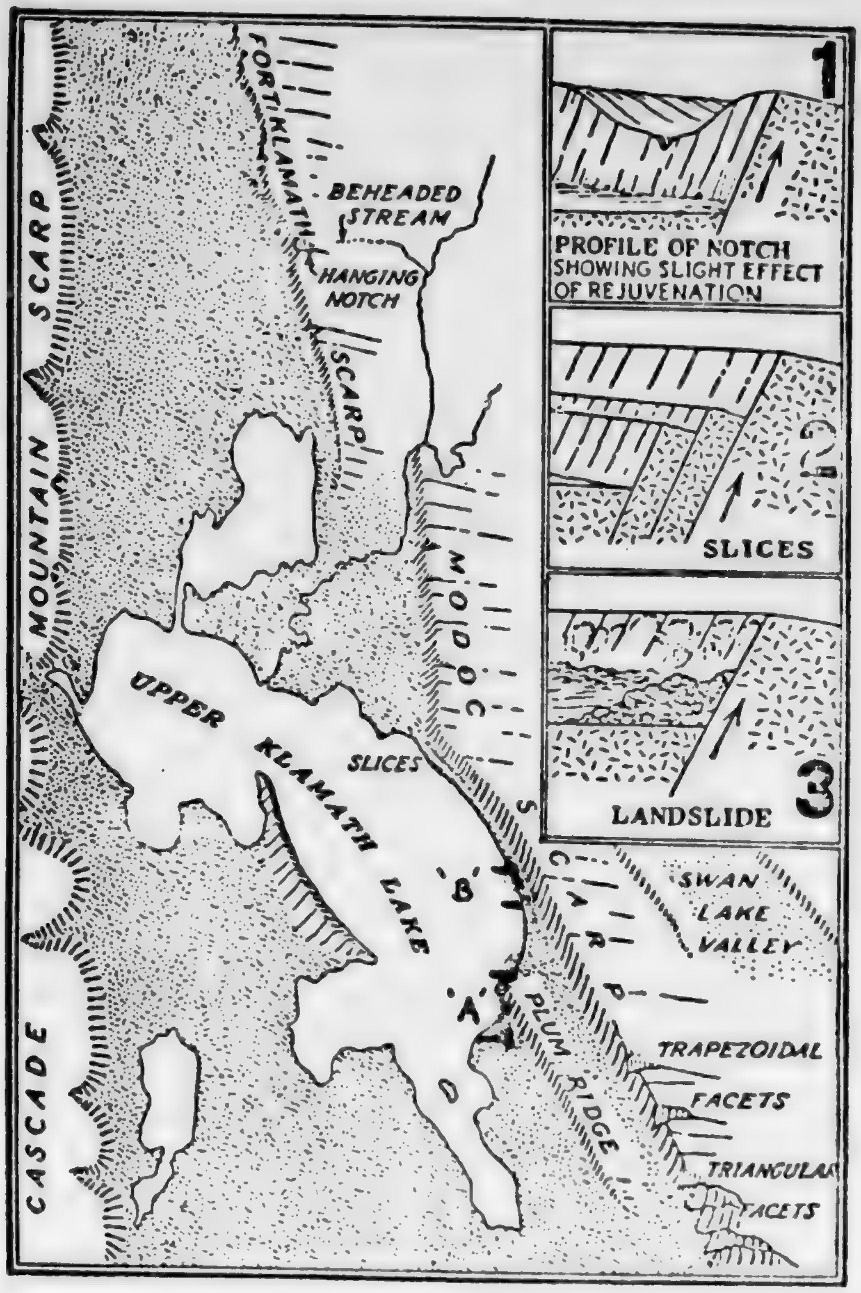
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, This project is deemed a non-major action.

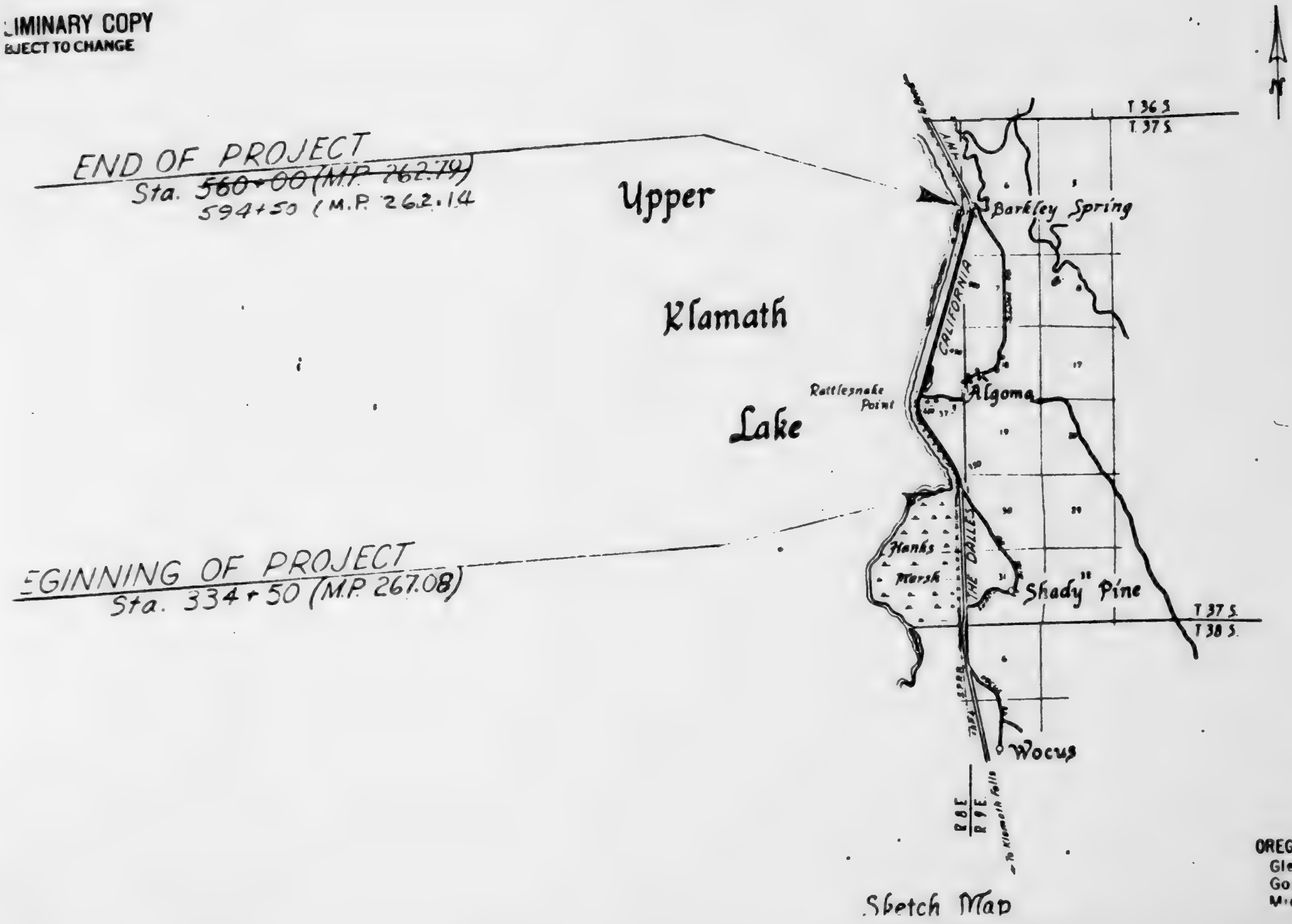

CASCADE
MOUNTAIN
SCARP
FORT KLAMATH
BEHEADED STREAM
HANGING NOTCH
SCARP
MODOC
SCARP
UPPER KLAMATH LAKE
SLICES
B
A
PLUM RIDGE
SWAN LAKE VALLEY
TRAPEZOIDAL FACETS
TRIANGULAR FACETS
1
PROFILE OF NOTCH SHOWING SLIGHT EFFECT OF REJUVENATION
2
SLICES
3
LANDSLIDE

BARKLEY SPRINGS ~ ALGOMA SECTION

THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

RF-26 (9)

IMINARY COPY
BJECT TO CHANGE



OREGON TRANSPORTATION COMMISSIC
Glenn L. Jackson CHAIRMAN
Gordon Coleman COMMISSIONER
Michael P. Hollern COMMISSIONER

R

4-25-75

Transaction Number 5-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-25-75

BY (Signature): L.W. Rulien's April 18, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 48 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
48	RF-26(9)	4.94	624,000	487,900	Location: Barkley Springs - Algoma Section. Klamath County State of Oregon. Work: Grade, Drain, High type pavement and guardrail.

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR
APR 29 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

REMARKS (Division)

As requested in Mr, Rulien's April 18, 1975 letter I concur that the roadway section stated on the back of the R-1 is satisfactory for this project. I also concur that it qualifies for timesaving procedures of FHPM 6-8-2.1 as a non major action.

You are authorized to proceed with necessary utility preparatory work.

RECEIVED
APR 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-25-75	C K Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 24, 1975

FILE:

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: Carl M. Williams
Region IV Engineer

SUBJECT: Barkley Springs-Algoma Sec.
The Dalles-California Highway
Klamath County

It has been brought to my attention that a bridge on the subject section has a "zebra" board and no guard rail protection.

Money will be provided in the project authorization for construction of a factory-rolled radius guard rail at the end of the structure.

If you agree that such should be constructed at that location funds are available to do so.

4-28-75
Frank -
Radius rail should be constructed.
Swenson

RE [✓ RB] [✓ RME] [✓ RCE] FAE
RTE RECEIVED ENV
RUE APR 28 1975 RDE
RSO REGION 4 RBE
ASSIGNED ____________

FET:we
cc: C. T. Keasey
C. G. Swenson
Fred Eriksen

Versteeg ✓
A. Olson
Swenson
R. Olson
Trout
RECEIVED
APR 29 1975
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Other

3210

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: April 23, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RF-26(-)
Barkley Springs - Algoma Section, Klamath Co
The Dalles - California Highway
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's April 15, 1975 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)
EC Sec

RECEIVED
STATE HWY ENGR
APR 28 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

RECEIVED
APR 28 1975
Office of
Assistant State Highway Engineer

cc Hunter
4-28-75

Rulien - TAA
4-28-75

NOTED
R. L. SCHROEDER

2310

PRO 6-2

Robert W. Straub
xxxxxxxxxx

April 18, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-26(9)

We are submitting program data for one project, Item No. 48, Project No. RF-26(9), "Barkley Springs-Algoma Section", which we desire to have included in the Federal Aid Rural Primary Highway Program.

It is our intention to receive bids for this project on May 22, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptance for the life of the project and retain compatibility with adjacent sections of highway.

DRH:ljt
Encl.

Budget Bureau No. 41-R2067; App

U.S. DEP

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

THLY TRANSACTION NO.

E SUBMITTED TO W.O.

April 18, 1975

EPORT NUMBER 1	PROJECT LOCATION *(45 typewriter spaces)* US 97, 5.0 mi. S. of Modoc Point. S 4.9 mi.	ADT	PRESENT 4,000*	FUTURE 6,800	YEAR 95	REGION 10	STATE NAME Oregon

CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave., Gdrail.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMBER 26

CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Klamath	CODE 035
NAME OF URBAN AREA - - -	ROUTE NO. P	FEDERAL-AID 4 · STATE 4 · U.S. 97

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
				PE		US 97, 5.0 mi. S. of Modoc Point, S. 4.9 mi.					
				ROW							
				CONST (CODE) Safety 6201		"Barkley Springs-Algoma Section"	4.94	624,000	487,900	136,100	
						PROJECT TOTALS	4.94	624,000	487,900	136,100	

The columns from TOTAL ESTIMATED COST to OTHER FUNDS are headed ESTIMATED PROJECT COST BY PHASES.

CODE

14

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

*DHV - 600

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 18, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 97, 5.0 mi. S. of Modoc Point. S 4.9 mi.		4,000*	6,800	95	10	Oregon	41	073	48

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
T. Pave., Gdrail.								RF-	26	(9)	

NDS: Rural Primary

- - -

COUNTY NAME: Klamath — CODE: 035

ROUTE NO. P — FEDERAL-AID: 4 — STATE: 4 — U.S.: 97

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 97, 5.0 mi. S. of Modoc Point, S. 4.9 mi.						High-type pavement overlay & related grading & drainage. Remove Dry Rubble Masonry wall & replace w/concrete shoulder barrier, also safety revisions of roadway, slopes & appurtenances RR protective service as required. ROW - 100' min. Access Control- partial: Parking restrictoins- None. Utility adjustments as required including Prep. Work.
ROW								
CONST (CODE) Safety 6201		"Barkley Springs-Algoma Section"	4.94	624,000	487,900	136,100		
D BY		PROJECT TOTALS	4.94	624,000	487,900	136,100		

M APPROVAL DATES

REMARKS

*DHV - 600

(over)

USCOMM DUSCOMM-DC 48908-P61

BARKLEY SPRINGS-ALGOMA SECTION
Project No. RF-26(9)

REMARKS-Cont'd.

Existing Facilities:

Roadway -- Two 12-foot bituminous surfaced travel lanes with varying shoulders 4 to 6 feet.

Structures-- M.P. 263.11; Barkley Springs Irrigation Canal - Br. No. 7302; RC Slab Spans on P.T.; HC-40'; Loading H-20.

M.P. 265.65; Algoma Log Pond - Br. No. 7301; RCDG Spans; HC-30', Loading H-20.

Adjacent Facilities:

North End: Two 12' bituminous surfaced travel lanes w/ 6' shoulders.

South End: Two 11' bituminous surfaced travel lanes w/ 3' shoulders.

Project Data: The work consists of resurfacing with high-type pavement overlay and related grading and drainage of the existing facility to provide two 12' lanes with paved shoulders, variable 4' to 6'. Remove Dry Rubble Masonry wall and replace with concrete shoulder barrier. Safety revisions of roadway appurtenances (e.g. guardrail, minor drainage structures, etc.) and incidental work common to this type of project. RR protective service as required.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970. District 11 has no functioning clearinghouse.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proce
set forth in FHPM 6-8-2.1.

(a) Public Hearings--Not required under the provisions of Par. 6c.

(b) Location/Design--Not a factor in the development of t
project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order inter
7-2(2), on this project will be determined at P.S.& E
stage and the number stipulated in the P.S.& E. docume

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Projec
under the provisions of FHPM 6-8-2.1 as the pavement
habilitation work will have a substantial safety bene
evident in improved vehicle control through (a) elimin
of ruts in the wheel paths; (b) reduced tendency of a
vehicle to hydroplane in wet weather because of water
tention on the pavement; (c) increased visibility in w
weather because of reduced vehicle spray; and (d) incr
skid-resistant property of the pavement surface.

BARKLEY SPRINGS-ALGOMA SECTION
Project No. RF-26(9)

-Cont'd.

Facilities:

dway -- Two 12-foot bituminous surfaced travel lanes with varying shoulders 4 to 6 feet.

uctures-- M.P. 263.11; Barkley Springs Irrigation Canal - Br. No. 7302; RC Slab Spans on P.T.; HC-40'; Loading H-20.

M.P. 265.65; Algoma Log Pond - Br. No. 7301; RCDG Spans; HC-30', Loading H-20.

Facilities:

h End: Two 12' bituminous surfaced travel lanes w/ 6' shoulders.

n End: Two 11' bituminous surfaced travel lanes w/ 3' shoulders.

ata: The work consists of resurfacing with high-type
overlay and related grading and drainage of the existing
to provide two 12' lanes with paved shoulders, variable 4'
emove Dry Rubble Masonry wall and replace with concrete
barrier. Safety revisions of roadway appurtenances (e.g.
, minor drainage structures, etc.) and incidental work common
ype of project. RR protective service as required.

Way: No additional required.

tion, Railroads, Airports, Water Development, Historical
ation Areas: None involved.

Requirements: Exempt from State Clearinghouse A-95
er working agreement dated April 28, 1970. District 11
ctioning clearinghouse.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings--Not required under the provisions of Par. 6c.

(b) Location/Design--Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S.& E. stage and the number stipulated in the P.S.& E. documents.

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface.

8211 Odell Lake Rock Production 1975
Proj located E of Crescent Lake
Jct. on Willamette Hwy.

November 5, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 31, 1975, we wrote to you concerning release of final payment on Contract No. 8211 awarded to R. J. Taggart Construction Co., Inc., for the Odell Lake Rock Production Project on the Willamette Highway in Klamath County.

Final payment on this contract is $3,837.24 and the total contract amount is $76,744.89. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc
R. J. Taggart Construction Co., Inc.
954 Huron Court SE
Salem, OR 97302

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8211

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Lake Rock Production Project

WEEK ENDING: September 27, 1975

SECTION PREFIX: 1[illegible]-8347

NAME OF JOB: Odell Lake Rock Production Project

HIGHWAY: Willamette

COUNTY: Klamath

CONTRACTOR: R. J. Taggart Construction Co., Inc.

KIND OF WORK: Rock Production

CONTRACT NUMBER: 8211

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: August 14, 1975

ESTIMATED COMPLETION DATE: September 20, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN - SUPERVISION -

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 20, 1975

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION $93,775.50

EXCLUSIVE OF ENGINEERING $85,585.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION $8,190.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $81,425.49

This Week 645.00

ENGINEERING COST TO DATE $5,695.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

Incl. Engr. 93

ESTIMATED PERCENT UNDERRUN 4.86%

PERCENT OF AUTHORIZATION 69.5%

DATE PROJECT WAS COMPLETED: September 20, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
-	-	-	-	-	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			30,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			28,112 CY		
AVERAGE DAILY QUANTITIES			28,112 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY	" "			

RECEIVED
SEP 29 1975
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate data was completed this week and mailed to the Region Office.

This is the last weekly report for the project.

SIGNED E. J. Dunn LOCATION Klamath Falls

Const. 2 ✓
Region 1
File

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8211

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701

DATE March 19, 1974

TO John Sheldrake
Maintenance Services Engineer

FROM G. W. Martin
Regional Office Engineer

G W Martin

SUBJECT Mineral Materials Permit

Herewith copy of a Mineral Materials Permit from the Forest Service to the Highway Division for approximately ~~1,000~~ 100,000 cubic yards of cinders out of the Black Rock Pit on the Willamette Highway. This material is to be used for the Odell Lake Rock Production for sanding material on the Willamette Highway.

We would like to call your attention to Items 16 and 17 of the Forest Service Special Clauses. I believe Item 17 should be an anticipated item. The Forest Service would like to have all of this material spelled out within the contract.

Also attached is a Development Plan of the source.

GWM:pw
cc: J. B. Boyd, Right of Way
Donald Trout, Road Design ✓
Enc.

8511

18

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701

RECEIVED
REGION IV BEND
FEB 15 1974
☐ ☐ RME ☐ MOE
☐ ROE ☐ RDE ☐ RTE
Assigned ______

DATE February 14, 1974

TO Carl M. Williams
Regional Engineer

ATTN: G. W. Martin
Regional Office Engineer

R. J. Van Cleave

FROM R. J. Van Cleave
Regional Geologist

SUBJECT Material Source,
Odell Rock Production

A meeting was held February 8, 1974, at the Crescent Ranger District Office, in regard to the renewal of a Special Use Permit on the Black Rock Cinder Pit. Those in attendance were:

Dennis Larson, Forest Geologist, USFS
Charlie Morse, Engr. Operation Technician, USFS
Frank Lehto, Supervisor Forester, USFS
R. J. Van Cleave, OSHD

Items discussed were:

1. Forest Service Road No. 2221 has been declared a co-op road because of the multiple use by recreation, logging, material hauling, etc. The dust abatement on this road by watering, oiling, blading, etc., will be done by the Forest Service and financed on a collection fee basis at a rate of two cubic yards per 100 yard mile. They also stated that if the conditions are such that only our contractor is using the road, the possibility exists that the contractor could do this and save the fee. In any event, an amount in the Project ~~Authorization under 'additional anticipated' items should be added to cover this~~. Responsibility of contractor. JWShelle

2. Forest Service Road No. 2229 would be used exclusively for rock hauling, and that blading, watering, and rock replacement at two cubic yards per 300 yard mile be the responsibility of the contractor. Designated size of rock will be 2"-0 material. ~~This amount, (700 yds) is to be a bid item~~ Responsibility of contractor. JWS

3. A restoration fee of $.04 per yard on the pit site will be required. This fee will be applied to the amount of cinders that is stockpiled. ~~This amount, ($1,600.00) is to be added under 'additional anticipated items~~. Responsibility of contractor. JWS

4. The contractor shall work from the top of the cinder cone in a lift not to exceed 12 feet, and leave the area in a flat condition suitable to the Forest Supervisor. That the development of the site will be done according to the Forest Service work plan. This work plan is to be made part of the supplement standard specifications. Responsibility of contractor. JWS

5. A fee of $100.00 required by the Department of Geology and Mineral Ind., may not be necessary, as the Forest Supervisor has already signed a letter of intent to abide by the Reclamation Act with that Department.

The Forest Service has already supplied a letter (attached) assuring the use of this pit for the rock production. Final issue of the permit, including the work plan, rock replacement items, and restoration fee are forthcoming from them. The fees and amounts given in this report are only estimates.

Attached is a map showing location of the source and the stockpile site.

RJV:pw
Enc.

8212 Goshen-Cottage Gr. Sec. 1975
Pac. Hwy. S. of Eugene
(Grade,pave,guardrail & sign)

C/A 5397 7-28-75

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-828

STATE COPY

CC: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.: 10

REPORT NO.: 2

COUNTY: Lane

DIVISION: Oregon

DATE OF REPORT: 4-1-77

REPORT MADE BY: M. L. Halladay, Hwy. Engr. Trainee

PROJECT NO.: I-5-3(103)175

COMPLETION DATE: 6-30-76

ACCEPTANCE DATE BY CONTRACT AGENCY: 9-30-76

TIME ELAPSED: 100 %

CONTRACT TIME: 225 cal. days

APPROVED EXTENSIONS: None

LOCATION: Goshen-Cottage Grove Section - Pacific Hwy.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GOSHEN-COTTAGE GROVE SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail and Signing

The contract was completed in the allotted time and no extensions were granted or liquidated damages charged.

RECEIVED
STATE HWY ENGR
APR 7'77
REFER TO
cy [illegible]
FOR
Info | Inves | R.D. | D.R. | Sign | Act | File

COPY SENT
APR 06 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE: T. P. Lowe

TITLE: Area Engineer

DATE: 4-1-77

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

SIGNATURE: G. K. Hossner

TITLE: District Engineer

DATE: 4-4-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARDS — *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 5 8 9 12 13 15 22 23 24 25 27 28 30 31 33

PART A *To be completed by FHWA or State Highway Personnel (See instructions on reverse))* — CARD A

STATE: Oregon	COUNTY: Lane	FEDERAL PROJECT NO.: I-5-3(103)175

URBAN ( )
RURAL (x)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y106	
20	FINAL CONSTRUCTION COST	DOL	1,077,756	
21	LENGTH OF PROJECT	MILE	13.861	

DATE STARTED: June 16, 1975
DATE COMPLETED: June 30, 1976
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	
	30	LABOR — TOTAL MAN HOURS: 28888		GROSS EARNINGS: $283,490.00
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		$376,789.00
	9	PETROLEUM PRODUCTS		
	1	CEMENT		86,917.00
CARD C	2 92	AGGREGATE PURCHASED		
	3	BITUMINOUS MATERIAL		
	4	LUMBER		76,088.00
CARD D	5	TIMBER PILING		
	7	REINFORCING STEEL		
	8	STRUCTURAL STEEL		16,916.00
	10	EXPLOSIVES		
CARD E	11	READY MIXED CONCRETE		300.00
	12	PREMIXED BITUMINOUS PAVING MATERIAL		542.00
	15 95	AGGREGATES PRODUCED		4,479.00 68,600.00
CARD F	16	MISCELLANEOUS STEEL		
	17	FENCING	LIN FT	1,100.00
	18	GUARDRAIL	LIN FT	11,533.00
	19	BRIDGE RAIL	LIN FT	24,717.00
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL	$79,280.00

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	60"	132
	72"	28
	6"Perf.	60

CARD I — 13 CONCRETE PIPE

36"	172
15"	818
18"	401
24"	329

CARD K — 14 [illegible] DRAIN TILE

CARD L — 25 [illegible] ALUMINUM CULVERT

CARD M — 26 [illegible] PIPE

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel — CARD G 48 52 53 61 62

FORM PR- 47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers **more than one project, one form may be prepared, for each project or for the entire contract provided** none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man-hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check [illegible] with [illegible]

All figures [illegible] department [illegible] costs [illegible] earnings [illegible] [illegible] concrete [illegible]

Generally [illegible] [illegible] includes [illegible] not required [illegible] the indicated [illegible] that there [illegible] the figures reported [illegible] sheet of paper marked [illegible] actually did [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 - Report total number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units, [illegible]

Item 12 - Report total number of tons of bituminous paving mixtures [illegible] in a prepared condition ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, [illegible] linear feet of plain and reinforced concrete drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile

Items 15 and 95 - Report total quantity of aggregates such as sand, [illegible] produced by the contractor.

Item 16 - [illegible] total weight of steel products not [illegible] [illegible] devices, tubular piling, etc.

Items 17, 18 and 19 - [illegible] lengths, in linear feet, of all types of [illegible]

Item 22 - [illegible] cost at the jobsite, of all construction [illegible] used on the project, [illegible] and lighting and the cost of [illegible] thereon. Costs of equipment [illegible] cost of operating the equipment, [illegible] should not be included in this [illegible] hammers, handtools, repair [illegible] Costs of such items [illegible] The amount included [illegible] by the contractor [illegible] costs of excavat[illegible] for aggre[illegible] with item 95.

Item 23 - [illegible] types of signs including [illegible] Do not include traffic [illegible]

Item 24 - [illegible] highway and bridge lighting [illegible] wiring, switches, luminaires, [illegible] traffic signals.*

Item 25 - Report, by [illegible] number of linear feet of corrugated aluminum [illegible]

Item 26 - Report, by [illegible] number of linear feet of cast iron pipe

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

GPO 881-120

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-16

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

rm Approved; O M B No. 04-R2089

tate Oregon

County Lane

Project Number I-5-3(103)175

MOD. # 2 - SEE LETTER 12-16-76 - ACC 9-3

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,174,294	$ 1,184,141
Federal funds	$ 1,083,638	$ 1,092,725
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in present additional funds of $72,524.30 under PL 94-30.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

86717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-3(103)175
Safety

GOSHEN-COTTAGE GROVE SECTION

PACIFIC HWY. IN LANE COUNTY

Revised Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 59+84 thru Equa 90+00 = 19+97.42 to Sta. 721+70)

Subtotal on previous estimate of June 5, 1975			$1,069,358.93
Additional Approved Items			
EWO 3 Salvage & Reinstall Existing Logo Sign	All Required		1,087.76
EWO 4 Correct Drainage	All Required		3,780.40
EWO 5 Additional Type 2 Fence	All Required		2,998.14
EWO 6 Adjust Existing Sign	All Required		1,085.36
	Increase		$ 8,951.66
	Subtotal		$1,078,310.59
	Engineering		107,830.41
	Subtotal		$1,186,141.00
Credit for Salvaged Guardrail Members	40,000 lb	0.05	(2,000.00)
	TOTAL		$1,184,141.00

Length of Project - - - - - - - - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - - - - - - - - -	$1,092,725.00
State Funds -	91,416.00
TOTAL	$1,184,141.00

Group 1: 100%
Contract: 8212
Prefix: 620-1067

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-3(103)175
Safety

GOSHEN-COTTAGE GROVE SECTION

PACIFIC HWY. IN LANE COUNTY

Revised Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 59+84 thru Equa 90+00 = 19+97.42 to Sta. 721+70)

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EWO 4 Correct Drainage	All Required		3,780.40
EWO 5 Additional Type 2 Fence	All Required		2,998.14
EWO 6 Adjust Existing Sign	All Required		1,085.36
	Increase		$ 8,951.66
	Subtotal		$1,078,310.59
	Engineering		107,830.41
	Subtotal		$1,186,141.00
Credit for Salvaged Guardrail Members	40,000 lb	0.05	(2,000.00)
	TOTAL		$1,184,141.00

Length of Project - - - - - - - - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - - - - - - - - -	$1,092,725.00
State Funds -	91,416.00
TOTAL	$1,184,141.00

Group 1: 100%
Contract: 8212
Prefix: 620-1067

8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-171
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Lane
Project Number: I-5-3(103)175 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,174,294	$ 1,174,294
Federal funds	$ 1,083,638	$ 1,174,294
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 90,656."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8112

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6- 134	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-13-75 **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Lane PROJECT NO. I-5-3(103)175 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Cottage Grove, N. to Goshen (Approx. 13.7 mi.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$1,174,294	$1,083,638

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. I-5-3(103)175 Safety

GOSHEN-COTTAGE GROVE SECTION
PACIFIC HIGHWAY IN LANE COUNTY

Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 59+84 Thru Equa. 90+00 = 19+97.42 to Sta. 721+70)

Mobilization	All	Required		$ 42,770.00
Temporary Protection and Direction of Traffic	All	Required		20,790.00
Temporary Signs	960	sq.ft.	5.00	4,800.00
Temporary Barricades	2	only	50.00	100.00
Oversize Advance Construction Signs	2	only	3,250.00	6,500.00
Flagmen	600	hour	14.00	8,400.00
Clearing and Grubbing	All	Required		30,000.00
Removal of Structures and Obstructions	All	Required		21,758.00
Embankment in Place	75,250	cu.yd.	2.48	186,620.00
Gravel Ditch Lining	5,500	cu.yd.	3.00	16,500.00
Trench Excavation	975	cu.yd.	8.00	7,800.00
Finishing Roadbed and Slopes	All	Required		19,000.00
Obliteration of Roadway	All	Required		1,000.00
Furnishing and Placing Topsoil	8,680	cu.yd.	2.75	23,870.00
Watering	2,000	M-gal.	6.00	12,000.00
1" - 0 Aggregate Base	14,300	ton	2.60	37,180.00
Aggregate Shoulders	59,800	ton	3.00	179,400.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,700	ton	8.00	29,600.00
Asphalt Cement in Mixture	240	ton	70.00	16,800.00
Type 2 Fence	11,740	lin.ft.	1.00	11,740.00
Guide Posts	350	only	15.00	5,250.00
Roadside Seeding and Mulching	30	acre	410.00	12,300.00

Minor Drainage Structures

Concrete in Box Culverts	365	cu.yd.	150.00	54,750.00
Reinforcement in Box Culverts	50,025	lb.	0.305	15,257.63
15-inch Culvert Pipe	1,042	lin.ft.	11.25	11,722.50
18-inch Culvert Pipe	972	lin.ft.	11.50	11,178.00
24-inch Culvert Pipe	352	lin.ft.	34.50	12,144.00
36-inch Culvert Pipe	156	lin.ft.	60.00	9,360.00
60-inch Culvert Pipe	128	lin.ft.	44.50	5,696.00
72-inch Culvert Pipe	24	lin.ft.	70.00	1,680.00
Concrete Inlets, Type M-E	53	only	667.00	35,351.00
Concrete Inlets, Type G-1	3	only	345.00	1,035.00
Concrete Inlets, Type G-2MA	9	only	367.00	3,303.00
6-inch Drain Pipe	56	lin.ft.	8.00	448.00

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. I-5-3(103)175 Safety

GOSHEN-COTTAGE GROVE SECTION PACIFIC HIGHWAY IN LANE COUNTY

Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 59+84 Thru Equa. 90+00 = 19+97.42 to Sta. 721+70)

Mobilization	All	Required		$ 42,770.00
Temporary Protection and Direction of Traffic	All	Required		20,790.00
Temporary Signs	960	sq.ft.	5.00	4,800.00
Temporary Barricades	2	only	50.00	100.00
Oversize Advance Construction Signs	2	only	3,250.00	6,500.00
Flagmen	600	hour	14.00	8,400.00
Clearing and Grubbing	All	Required		30,000.00
Removal of Structures and Obstructions	All	Required		21,758.00
Embankment in Place	75,250	cu.yd.	2.48	186,620.00
Gravel Ditch Lining	5,500	cu.yd.	3.00	16,500.00
Trench Excavation	975	cu.yd.	8.00	7,800.00
Finishing Roadbed and Slopes	All	Required		19,000.00
Obliteration of Roadway	All	Required		1,000.00
Furnishing and Placing Topsoil	8,680	cu.yd.	2.75	23,870.00
Watering	2,000	M-gal.	6.00	12,000.00
1" - 0 Aggregate Base	14,300	ton	2.60	37,180.00
Aggregate Shoulders	59,800	ton	3.00	179,400.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,700	ton	8.00	29,600.00
Asphalt Cement in Mixture	240	ton	70.00	16,800.00
Type 2 Fence	11,740	lin.ft.	1.00	11,740.00
Guide Posts	350	only	15.00	5,250.00
Roadside Seeding and Mulching	30	acre	410.00	12,300.00
Minor Drainage Structures				
Concrete in Box Culverts	365	cu.yd.	150.00	54,750.00
Reinforcement in Box Culverts	50,025	lb.	0.305	15,257.63
15-inch Culvert Pipe	1,042	lin.ft.	11.25	11,722.50
18-inch Culvert Pipe	972	lin.ft.	11.50	11,178.00
24-inch Culvert Pipe	352	lin.ft.	34.50	12,144.00
36-inch Culvert Pipe	156	lin.ft.	60.00	9,360.00
60-inch Culvert Pipe	128	lin.ft.	44.50	5,696.00
72-inch Culvert Pipe	24	lin.ft.	70.00	1,680.00
Concrete Inlets, Type M-E	53	only	667.00	35,351.00
Concrete Inlets, Type G-1	3	only	345.00	1,035.00
Concrete Inlets, Type G-2MA	9	only	367.00	3,303.00
6-inch Drain Pipe	56	lin.ft.	8.00	448.00

Paved Culvert End Slopes	3,682 sq.ft.	3.50	12,887.00
Adjusting Manholes	1 only	100.00	100.00
Adjusting Inlets	1 only	100.00	100.00
Guard Rail			
Modified Metal Median Barrier	625 lin.ft.	10.95	6,843.75
Guard Rail, Type 2A	21,663 lin.ft.	3.25	70,404.75
Guard Rail, Type 3	838 lin.ft.	7.10	5,949.80
Guard Rail Anchors, Type 1	33 only	280.00	9,240.00
Guard Rail Anchors, Type 2	10 only	230.00	2,300.00
Extra for Guard Rail Bridge Connection	27 only	180.00	4,860.00
Rail End Pieces, Type A	12 only	13.00	156.00
Rail End Pieces, Type B	6 only	55.00	330.00
Rail End Pieces, Type C	25 only	18.00	450.00
Concrete Barrier	1,200 lin.ft.	14.30	17,160.00
Signing			
Removal of Existing Sign Installations	All Required		4,260.00
Painted Wood Sign Posts	All Required		3,555.00
Sign Support Footings	All Required		15,825.00
Breakaway Sign Posts	All Required		31,230.00
Single Sign Supports	All Required		2,500.00
Structure Mounts	All Required		850.00
Exit Number Sign Supports	All Required		2,000.00
Type "A" and "B" Signs in Place	765 sq.ft.	12.20	9,333.00
Type "C" and "D" Signs in Place	213 sq.ft.	6.00	1,278.00
Type "E", "F", "G" and "H" Signs in Place	55 sq.ft.	6.10	335.50
Type "U" Signs in Place	14 sq.ft.	12.00	168.00
Move and Modify Existing Signs	All Required		6,500.00
Thermoplastic Pavement Arrows	1 only	240.00	240.00
			$1,064,958.93
Anticipated Items			
Permanent Paving Striping (S.F.)	All Required		$ 300.00
Temporary Erosion Control (E.W.)	All Required		2,500.00
On-the-Job Trainees (2 @ $800)	All Required		1,600.00
			$ 4,400.00
	Subtotal		$1,069,358.93
	10% Engineering		106,935.07
	Subtotal		$1,176,294.00
Credit for Salvaged Guard Rail Members	40,000 lb.	0.05	(2,000.00)
	Total		$1,174,294.00

Length of Project - - - - - - 0.0 Mile

Retain in Program

Adjust Inlets on Row River Structure	All Required	$ 1,000.00
Construct Concrete Diversion Box (Sta. 352)	All Required	2,500.00
	Subtotal	$ 3,500.00
	10% Engineering	350.00
	Total	$ 3,850.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$1,174,294.00	$1,083,638.00	$ 90,656.00
Retain in Program	3,850.00	3,550.00	300.00
Total	$1,178,144.00	$1,087,188.00	$ 90,956.00

Group 1 - 100%

Contract No. 8212

Prefix No.: 620-1067

GOSHEN-COTTAGE GROVE SECTION

PROJECT NO. I-5-3(103)175

Nonparticipating - State Work

State Responsibility for Damages	All Required	$5,000.00

October 5, 1976

St. Paul Fire and Marine Ins. Co.
500 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On September 30, 1976, we wrote to you concerning release of final payment on Contract No. 8212 awarded to F. H. McEwen Construction for work on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

Final payment on this contract is $9,747.11 and the total contract amount is $1,077,387.36 including $11,030.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc F. H. McEwen Construction
Route 4, Box 97A
Eugene, OR 97405

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8212

REPORT NO. 62

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION GOSHEN-COTTAGE GROVE	WEEK ENDING AUGUST 21,1976
		SECTION PREFIX 620-1067
	HIGHWAY PACIFIC	COUNTY LANE
NAME OF JOB GOSHEN-COTTAGE GROVE	KIND OF WORK GRADING,PAVING,GUARD RAIL,AND SIGNING	
CONTRACTOR F.H. MCEWEN CONSTRUCTION	CONTRACT NUMBER 8212	FEDERAL AID PROJECT NUMBER I-5-3(103)175
DATE OF CONTRACT MAY 29,1975	DATE WORK STARTED JUNE 16,1975	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 225	WORK DAYS USED CALENDAR DAYS USED 222.0
PROJECT AUTHORIZATION: $ 1209466.29	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98.7%
EXCLUSIVE OF ENGINEERING: $ 1123317.58	ENGINEERING AUTHORIZATION $ 86148.71	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1078665.00	ENGINEERING COST TO DATE $ 107310.19 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96.0%
ESTIMATED PERCENT: UNDERRUN 4.0%	PERCENT OF AUTHORIZATION 124.6%	DATE PROJECT WAS COMPLETED: JUNE 30,1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	TOP SOIL	GUARD RAIL
100.%	100.%	100.%	100.%	100.%		100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	13.86	13.86			13.86
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	13.86	13.86			13.86
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75250. CY	74100. TON			3700. TON
TOTAL QUANTITIES CORRECTED TO DATE	70982. CY	68599. TON			4480. TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70982. CY	68599. TON			4480. TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	FENCE		CONCRETE BARRIER		SEED & MULCH		SIGNING	
PERCENT	100.%		100.%		100.%		100.%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project work complete June 30, 1976.
MONDAY	RAIN			
TUESDAY	PARTLY CLOUDY			
WEDNESDAY	PARTLY CLOUDY			
THURSDAY	PARTLY CLOUDY			
FRIDAY	PARTLY CLOUDY			
SATURDAY				

Keasey
~~Bell~~
Jackmond
~~Harwood~~
Johnsen
Walker
RECEIVED
AUG 23 1976
CONSTRUCTION
SECTION
Coon
Berg
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Goshen-Cottage Grove - for week of August 15 thru 21, 1976.
MONDAY	Project work complete June 30, 1976.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project work complete June 30, 1976.

Semi-final data to be submitted by August 27, 1976.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

I 5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 10, 1975

FILE:

FROM: C. O. Tedrow C. O. Tedr
Junior Designer

TO: MEMORANDUM TO THE FILES

SUBJECT: Goshen-Cottage Grove Section
Pacific Highway
Lane County
Contract No. 8212

On December 9, 1975, a telephone call was received from Carl Kliever in Ellis Jones' office requesting design data for two double sign supports at the Creswell Interchange for a price agreement on the subject project.

The four signs involved were given the following numbers by Mr. Kliever. Sign 1 - 8'-0" x 2'-0" with one route shield assembly; Sign 2 - 7'-6" x 3'-6" with two route shield assemblies; Sign 6 - 8'-0" x 4'-6" and Sign 7 - 7'-6" x 3'-6" with two route shield assemblies.

The following information was given to Mr. Kliever by telephone on December 10, 1975. The support for signs 1 and 2 will require a 12'-0" x 6.63" O.D. x 12.89#/ft. pipe. The post arms = 4"x 4"x 12.02#/ft., horizontal sign arm = 4"x 4"x 12.02#/ft., angle θ = 90°, M = 1'-0" and mounting height = 9'-0".

The support for signs 6 and 7 will require a 14'-0"x 6.63" O.D. x 17.02#/ft. pipe. The post arms = 4"x 4"x 12.02#/ft., horizontal sign arm = 4"x 4"x 12.02#/ft., angle θ = 90°, M= 1'-9" and mounting height = 9'-0".

COT:jh
cc: F. E. Terpin
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 10 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

I-5

ROBERT W. STRAUB
XXXXXXXXXX

August 4, 1975

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD Permit No. 149 - DSL
Permit No. 1977
Goshen-Cottage Grove Sec.
Pacific Highway
Lane County

During the construction of the channel change covered by the above permit it was requested by Mr. John Andrews, Wildlife Commission, that the width be reduced from 20 feet to a 10 foot bottom width. The reason for his request was that the wider channel would result in increased temperatures in the stream and would inhibit access to the pond to the east.

This request meets with our approval. If you have no objection, we will proceed to construct the channel with a 10 foot bottom width.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
Ellis Jones

8-8-75
Jan Haley called to say
this would be O.K.
Don Trout

cc Shirley
Jones

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon

DATE July 30, 1975

TO Donald L. Trout
Design Office Engineer

FROM Ellis H Jones
Ellis H. Jones, Resident Engineer

SUBJECT Goshen-Cottage Grove Section
Contract 8212
Channel Width Saginaw Interchange

Please find enclosed a copy of the letter from John Andrews, Department of Fish and Wildlife, dated July 28, 1975, concerning the channel width and relocation east of the Saginaw Interchange.

As the typical section shows, sheet 2A of the project plans, the new channel alignment was intended to have a twenty foot bottom with nominally 3:1 side slopes. The existing channel has a ten foot bottom with nominally 2:1 side slopes.

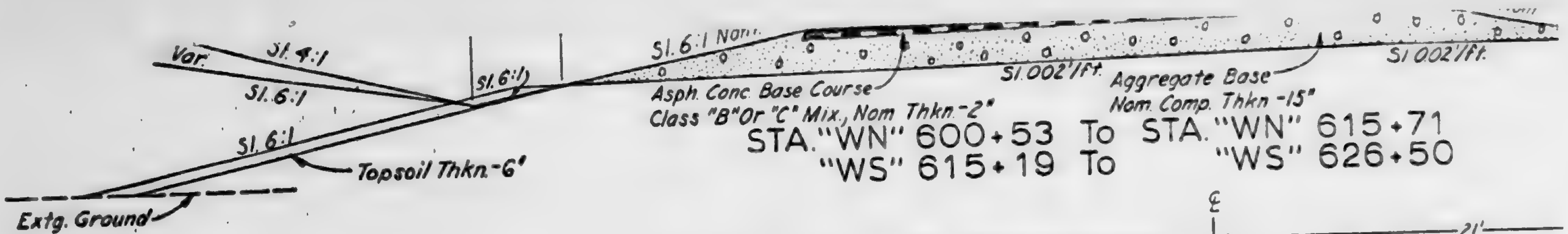
Our initial staking of this area revealed, maintaining the desired side slopes, the access located to the east could not be constructed due to the close proximity of the slope catch to the R/W fence.

It is estimated that the narrowing of the channel would result in a loss of approximately two hundred cubic yards of embankment material available to the contractor for construction of the new and adjacent County Road alignment. The in-place material is such that the lower four to six feet will require blasting to complete the excavation to flow line. As pointed out in Andrews letter, additional material could be obtained from the adjacent pond.

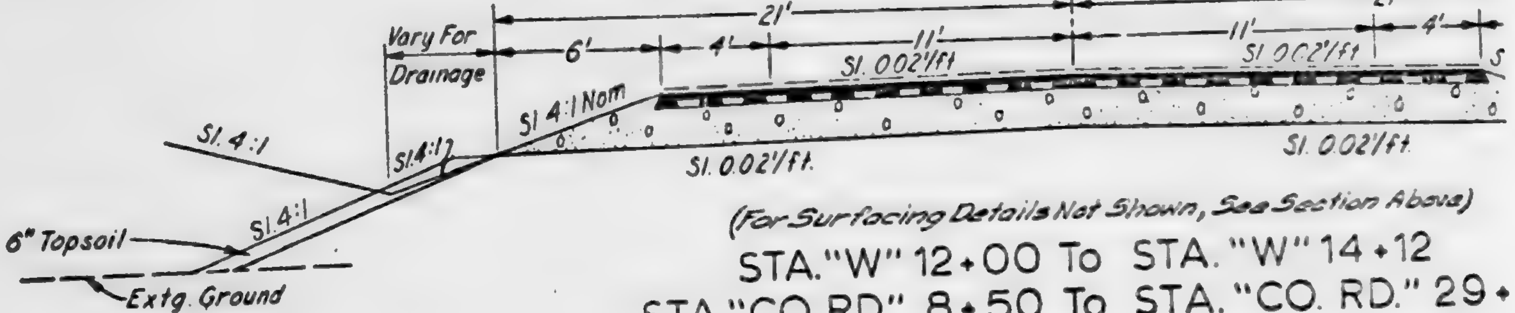
With the conditions existing at this location, we also recommend that the channel width be reduced to ten feet. We would appreciate your review of Removal/Fill Permit #149 for F. H. McEwen and make any changes necessary.

CRK/kj

cc: J.X. Wilson
John Andrews
File

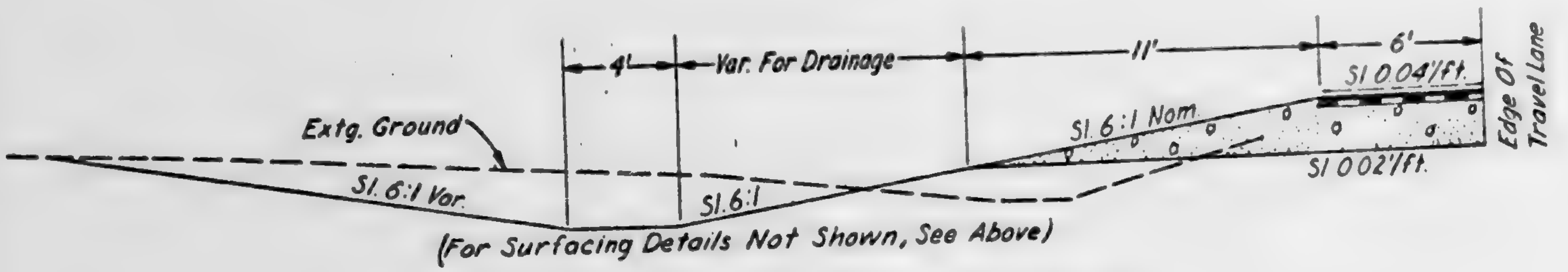


STA. "WN" 600+53 To STA. "WN" 615+71
"WS" 615+19 To "WS" 626+50



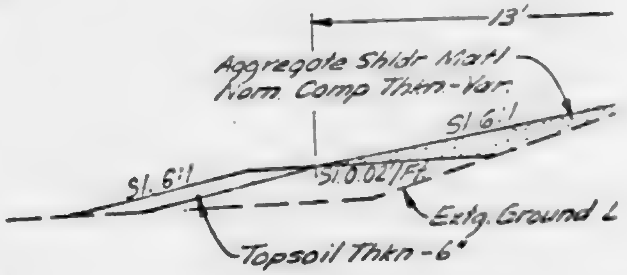
(For Surfacing Details Not Shown, See Section Above)

STA. "W" 12+00 To STA. "W" 14+12
STA. "CO. RD." 8+50 To STA. "CO. RD." 29+

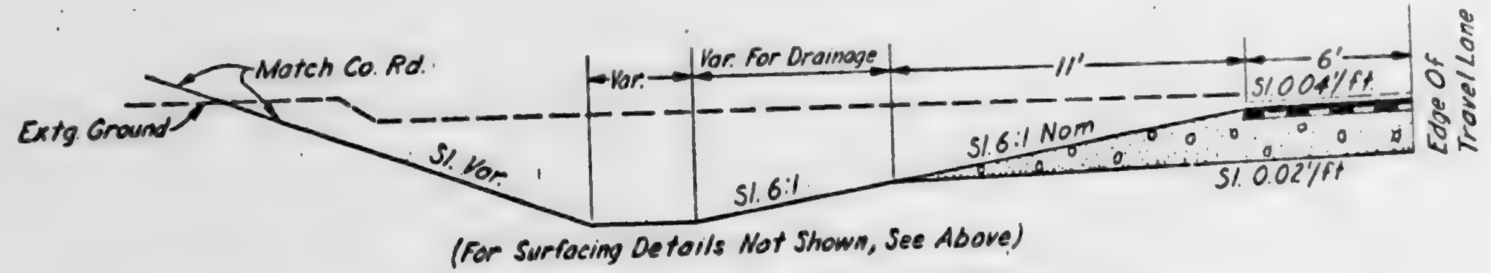


(For Surfacing Details Not Shown, See Above)

STA. "WN" 604+00 To STA. "WN" 610+00

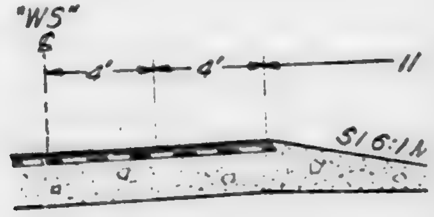


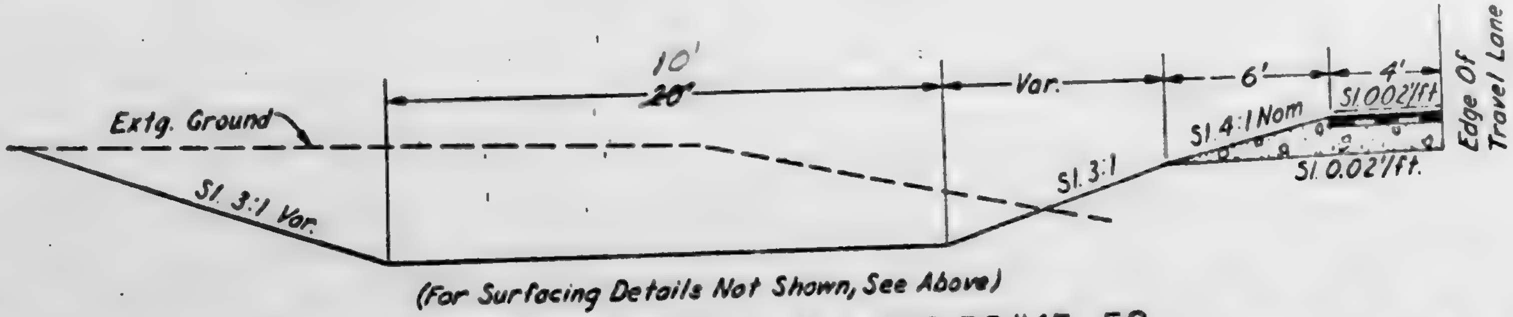
C



(For Surfacing Details Not Shown, See Above)

STA. "WN" 610+50 To STA. "WN" 612+00





(For Surfacing Details Not Shown, See Above)

STA. "CO. RD." 12+00 To STA. "CO. RD." 15+50

Ellis Jones   7/25/75
Resident Engineer
2193 E. 15th Street
Eugene Oregon

Dear Mr Jones

The proposed 20 feet wide channel for the channel change on an unnamed tributary of Brown Creek just east of the I-5 Saginaw Interchange would have less impact on the stream system if narrowed to 10 feet in width.

The wider channel would result in increased temperatures in the stream and would inhibit access to the pond to the east. Anglers would then tend to create problems by parking their vehicles on the road edge.

If more material is need for the project, it may be possible to obtain it from the gravel pond.

thank you for your patience

John Clemens
Ass't District Fisheries Biologist
Dept of Fish and Wildlife

CON 16
I-5, 5.

July 28, 1975

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of the Goshen-Cottage Grove Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(conf. agree. att.)

5-9-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(103)175

STATE PROJECT NO.
Goshen Interchange-Cottage Grove Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-822

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
Hunter
FOR

NOTED
E. S. HUNTER

DATE PS&E APPROVED April 30, 1975	DATE AUTHORIZATION EFFECTIVE April 30, 1975	FEDERAL ROUTE NUMBER Interstate Route 5	STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:
I-5, Cottage Grove, North to Goshen (Approx 13.7 miles)

GENERAL DESCRIPTION OF WORK:
Grade, drain, sign, Illumination and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

	#
Permanent pavement striping	300
Temporary Erosion Control	2,500
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 28, 1975 letter and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith

5-13-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
5-9-75

SIGNATURE OF APPROVING OFFICIAL
C R Burg

TITLE
Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

File: ROW 8

Eugene, Oregon

DATE May 2, 1975

TO Dennis Matney
Right of Way Agent, Eugene

FROM Ellis H Jones
Ellis H. Jones, Resident Engineer

SUBJECT Goshen-Cottage Grove Section
Pacific Highway
Lane County
Permit of Entry

Permit of entry to property adjacent to Highway R/W will be required at Sta. NB 317+75 Rt. and NB 376+82 Rt.

The box culvert underpasses at these locations will be extended 20 ft. Lt. and 20 ft. Rt.

These permits of entry are necessary to revise and adjust the property owners access road to the extended box culverts. Construction work on the box culverts will be done within existing State Right of Way.

JEC/fs
cc: J.X. Wilson, Region
Lyle Watson, Road Design, Salem ✓
File

✓
T

ROAD
DESIGN
SECTION

REFERRED TO

____Board____ ____Reed____
____Cole____ ____Sample____
____Eriksen____ ____[✓ Watson] KW
____Hager____ ____Wolfe____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 1, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Goshen-Cottage Grove Section
Pacific Highway I-5
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

APPROVED
ESH
E. S. Hunter
Date 5-5-75

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-5-75
ORIGINAL TO
L.W. Rulien
w/att.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 17, 1975

A. PROJECT IDENTIFICATION

Name of Project Goshen-Cottage Grove Section (Section) I-5-3 (103) 175

Location of Project Pacific Highway (Highway Name) I-5 (Highway No., US - ORE)

-- (City) Lane (County) III (Region)

Program FAI (Funding) $1,800,000 (Estimated Cost) 620-1963-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Make minor safety improvements to bring this section up to standards.

Origin and History: To be completed as funds become available to bring this section up to standards as standards have been modified.

C. DESCRIPTION OF PROJECT

Length 14.3 miles

Termini Northern terminus - M.P. 18.90

Southern terminus - M.P. 17.46

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A

Typical Section 4 lane freeway with paved shoulders and variable medians.

Structures N/A

Characteristics (ADT) 19,700 (1973)

Other General Information (or Supplemental information to items) Median and northbound lane shoulders will be flattened, requiring an estimated 75,000 cubic yards of material from a contractor's source. Guardrail will be updated to current standards and GM barriers will be installed in certain sections. Saganow Interchange legs will be updated on one side to bring it up to standards.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A - minor safety improvements and the proposed intersection modifications have no meaningful alternatives to status quo and bringing these defficiences up to standards.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is an improvement to an existing freeway which parallels the Coast Fork of the Willamette River. This broad flat valley is now in farmland. Very little natural vegetation remains. Wildlife of the area is typical of farmlands, with large populations of upland game and song birds and small populations of oposumm, raccoon, deer and other species which thrive in an exotic environment. Small groves of second growth trees and streamside vegetation are found in this area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project includes the Willamette Highway Interchange, the bypasses Creswell to the south and terminates near the northern city limits of Cottage Grove. The Interstate is the main north-south highway in this area, replacing FAS 673. Farms in the area are predominately small and of limited apparent commercial success. The facility and traffic volumes do not presently cause any known noise or air quality problems. Construction of the initial highway bisected farmland, but units have been realigned with regard to the highway location.

6. Preliminary Identification of Areas of Critical Environmental Concern:

N/A

7. Potential for Controversial Issues:

N/A

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

6. Preliminary Identification of Areas of Critical Environmental Concern:

N/A

7. Potential for Controversial Issues:

N/A

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

8212

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 29, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-5-3(-)
Goshen-Cottage Grove Section
Salvage Value of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 16 letter, we concur that it is in the public interest to salvage guardrail on the above section and that $0.05 per pound is a satisfactory allowance to credit the Federal-aid project for that rail and hardware removed and not reinstalled.

G. L. Green

cc:
OSHD (F. E. Terpin)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO
FOR

NOTED
A. E. JOHNSON

RECEIVED
OFFICE OF
[illegible]

R

4-28-75

Transaction No. 5-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-28-75

BY (Signature): L. W. Rulien's April 22, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 822 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
822	I-5-3(103)175	0.0	1,736,000	1,601,900	**Location** Goshen-Cottage Grove Section. Lane County. State of Oregon. **Work** Grade, drain sign, illumination and guardrail.

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act. ✓ File

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that the project is a non-major action as set forth in FHPM 7-7-2 Para 10e.

You are authorized to proceed with utility preparatory work.

5-1-75
ORIGINAL TO
L. W. Rulien

RECEIVED
APR 30 1975
OFFICE OF
[illegible]

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-28-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds, nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7312

9311

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(103)175
Goshen-Cottage Grove Section
Project Assessment

DATE: April 25, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's April 17, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

NOTED
A. E. JOHNSON

5-1-75
ORIGINAL TO
L. W. Rulien
to handle.

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR

APR 30 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Eugene, Oregon

DATE April 23, 1975

TO MEMO TO FILES

FROM Ellis H. Jones
Ellis H. Jones, Resident Engineer

SUBJECT Goshen-Cottage Grove Section
Pacific Highway
Drainage at R.C.B.C.
Station "NB" 376+82

The 12' x 8' R.C.B.C. at Station "N.B." 376+82 is to be extended 20' Lt. and 20' Rt. At present there is approximately 15" of standing water at the outlet end. A 750' drainage ditch to a stream has been plugged preventing drainage.

The adjacent property owner has declined to sign a permit of entry unless the drainage is restored. Therefore, we will ask him to sign a conditional permit of entry and if the drainage problem can be resolved we will entend the R.C.B.C. as planned. Work required to improve and restore drainage would be done as extra work to the contract.

If it is decided not to extend the R.C.B.C. at this time the guardrail installation N.B. and S.B. will be improved and brought up to present safety standards.

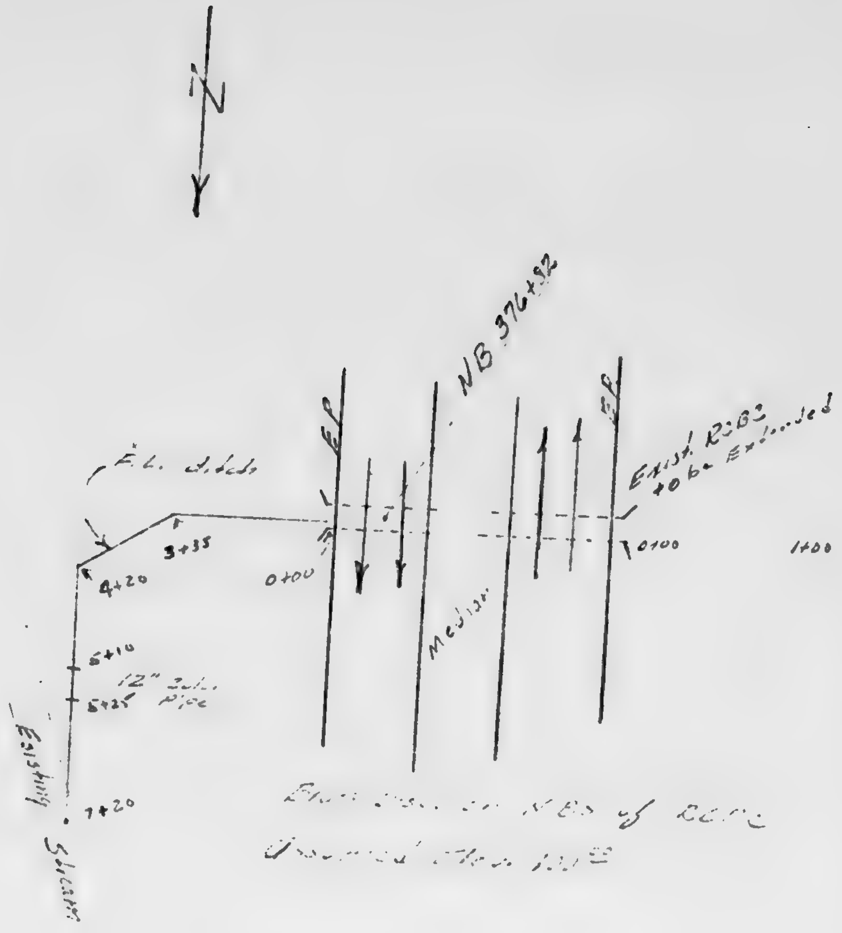
The attached plan sheet and level notes show location and grade of the drainage ditch in question.

JEC/fs
cc: Region Engineer (w/enclosures)
Construction Engineer (w/enclosures)
D. Matney, R/W, Eugene (w/enclosures)
File

Versteeg
Swenson
R. Olson
Trout

RECEIVED
APR 29
ROAD DESIGN SECTION

REFERRED TO
Beard
Reed
Cole
Sample
Eriksen
[✓ Watson] Ew
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


N
NB 376+92
EP
EP
Exist. RCBC
to be Extended
F.L. ditch
3+35
4+20
0+00
0+00
1+00
Median
5+10
12" Culv.
5+25 Pipe
Existing
7+20
Stream

R

Fl. Existing Ditch

4-22-75

L. Lindley
J. Christianson

Goshen - Cottage Grove

Sta.	Elev.	Sta	Elev.
East of Box		West of Box	
0+00	89.96	0+00	90.28
0+15	90.01	0+25	91.87
0+50	89.91	0+50	94.03
1+00	90.01	0+75	95.53
1+50	90.03	1+00	96.13
2+00	89.86		
2+50	89.84		
3+00	89.71		
3+35	89.64		
3+50	89.39		
4+00	88.86		
4+20	88.76		
4+50	88.46		
5+00	88.51		
5+10	88.21		
5+25	88.31		
5+50	88.21		
6+00	88.06		
6+50	87.96		
7+00	87.41		
7+20	86.66		

R

T.19S. R.3W.

State Owned

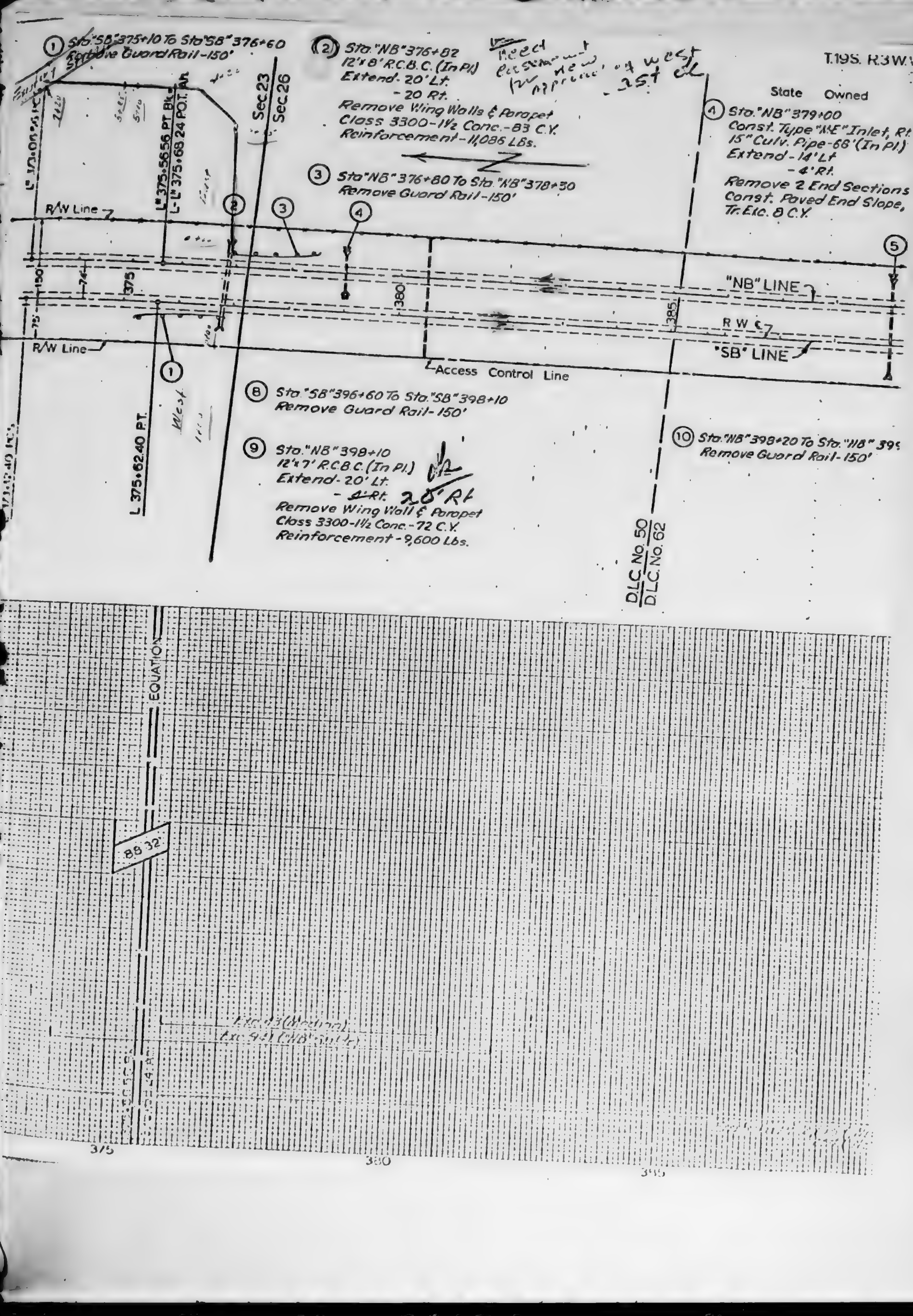
① Sta."SB" 375+10 To Sta."SB" 376+60
Rebuild Guard Rail-150'

② Sta."NB" 376+82
12'x8' R.C.B.C. (In Pl.)
Extend-20' Lt.
-20 Rt.
Remove Wing Walls & Parapet
Class 3300-1½ Conc.-83 C.Y.
Reinforcement-11,086 Lbs.

Need easement for new approach west - 35' [illegible]

③ Sta."NB" 376+80 To Sta."NB" 378+30
Remove Guard Rail-150'

④ Sta."NB" 379+00
Const. Type "ME" Inlet, Rt.
15" Culv. Pipe-68' (In Pl.)
Extend-14' Lt
-4' Rt.
Remove 2 End Sections
Const. Paved End Slope,
Tr. Exc. 8 C.Y.



⑧ Sta."SB" 396+60 To Sta."SB" 398+10
Remove Guard Rail-150'

⑨ Sta."NB" 398+10
12'x7' R.C.B.C. (In Pl.)
Extend-20' Lt.
- ~~4' Rt.~~ 20' Rt
Remove Wing Wall & Parapet
Class 3300-1½ Conc.-72 C.Y.
Reinforcement-9,600 Lbs.

⑩ Sta."NB" 398+20 To Sta."NB" 39
Remove Guard Rail-150'

2 1/2

R

PRO 6-2

Robert W. Straub
xxxxxxxxxx

April 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(103)175

We are submitting program data for one project, Item No. 822, Project No. I-5-3(103)175, "Goshen-Cottage Grove Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

JG:ljt
Encl.

Y TRANSACTION NO.

ITTED TO W.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 22, 1975

PORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA COD
1	I-5, Cottage Grove, N. to Goshen	ADT	18,350	31,000	95	10	Oregon	

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
Gr., Dr., Sign, Illum., Guardrail								I-	5-3	(1

ASS OF FEDERAL FUNDS: Interstate

E OF URBAN AREA: Cottage Grove

COUNTY NAME: Lane — CODE 039

ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
				PE		I-5, Cottage Grove, N. to Goshen (Approx. 13.7 mi.)						Safe roadw volvi drain guard barri & otn to tn ject front vise off r Int.
				ROW								
				CONST (CODE) (Safety)		"Goshen-Cottage Grove Section"	0.0	1,736,000	1,601,900	134,100		ROW - Access Parkin compl Utilit incl.
CODE 1	PREPARED BY					PROJECT TOTALS	0.0	1,736,000	1,601,900	134,100		

14 PROGRAM APPROVAL DATES

REMARKS Additional Data: Item Nos. 137
Project Nos. I-5-3(12) & (60)

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 22, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Cottage Grove, N. to Goshen		18,350	31,000	95	10	Oregon	41	042	822

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
n, Illum., Guardrail		▨	▨	▨	▨			I-	5-3	(103)	175

DS		COUNTY NAME	CODE	PROGRAM STAGE
Interstate		Lane	039	☐ 1 OR ☒ 2
Cottage Grove		ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Cottage Grove, N. to Goshen (Approx. 13.7 mi.)						Safety revisions of roadway slopes involving grading, minor drainage structures, guardrail, median barrier, signs, illum. & other items common to this type of project. Const. 30' frontage road & revise northbound on & off ramps of Saginaw Int.
ROW								
CONST (CODE) (Safety)		"Goshen-Cottage Grove Section"	0.0	1,736,000	1,601,900	134,100		ROW - 250' normal; Access control -full; Parking restrictions-complete. Utility adj. required incl. prep. work.
BY		PROJECT TOTALS	0.0	1,736,000	1,601,900	134,100		

APPROVAL DATES

REMARKS Additional Data: Item Nos. 137 & 353;
Project Nos. I-5-3(12) & (60), respectively.

(over)

GOSHEN-COTTAGE GROVE SECTION
PROJECT NO. I-5-3(103)175

REMARKS: Cont'd.

PROJECT DATA: The work under this project consists of safety revisions to bring to present Interstate standards (1) roadway slopes involv grading; (2) minor drainage structures; (3) guardrail; (4) median barrier; (5) signs; (6) highway lighting; (7) other items common to this of project. Also, construct 30-foot frontage road and revise northbound on and off ramps of the Saginaw Interchange.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 2 and September 22, 1970 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: (a) Public Hearings---Not required under provisions of Par. 6c.
(b) Location/Design---Not a factor in the development of this project.

(NOTE: Revised design of Saginaw Int. northbound on and off ramps was approved by FHWA on February 16, 1968.)

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the num stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work is for the correction features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4

GOSHEN-COTTAGE GROVE SECTION
PROJECT NO. I-5-3(103)175

t'd.

The work under this project consists of safety revisions to bring to present Interstate standards (1) roadway slopes involving minor drainage structures; (3) guardrail; (4) median barrier; (5) signs; (6) highway lighting; (7) other items common to this type lso, construct 30-foot frontage road and revise northbound on and off ramps of the Saginaw Interchange.

quirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 22, 1970 respectively.

quirements: Nonmajor action project environmental assessment submitted under separate action.

quirements:
(a) Public Hearings---Not required under provisions of Par. 6c.
(b) Location/Design---Not a factor in the development of this project.

(NOTE: Revised design of Saginaw Int. northbound on and off ramps was approved by FHWA on February 16, 1968.)

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

This project is in Congressional District No. 4

6312

e

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 16, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RECEIVED
APR 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Glenn Hossner

Re: Goshen-Cottage Grove
Pacific Highway
Lane County

NOTED
E. S. HUNTER

Dear Mr. Hossner:

There will be an excess of 5,000 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Laurel Hill Maintenance Yard, Eugene, Oregon at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members should be placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the maintenance yard as directed.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.

2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

Initially the project will be credited for 40,000 pounds at $0.05 = $2,000.00.

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the maintenance yard is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Alfred Shirley
C. G. Swenson
L. K. Watson

8212

Salem, Oregon
April 15, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

Alfred Shirley Jr.
Region III Engineer

Cross-sections
Goshen-Cottage Grove Sec.
Pacific Highway
Lane County

The above-named safety project is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project, we would appreciate cross-sections at the locations indicated. The existing station is shown first in parentheses and the new location shown next.

(62+61 Lt.)	62+45 Lt.	Goshen Right Lane - Gas, Food
(20+78 Lt.)	20+63 Lt.	Willamette Hwy., Oakridge with arrow
(56+96 Rt.)	57+11 Rt.	Creswell 5, Cottage Grove 13
(120+00 Lt.)	119+85 Lt.	Goshen with arrow
(155+40 Rt.)	155+35 Rt.	Camas Swale Cr.
(156+40 Lt.)	156+45 Lt.	Camas Swale Cr.
(173+00 Lt.)	172+85 Lt.	Goshen Exit 1 Mile
(220+55 Rt.)	220+60 Rt.	Dale-Kuni Rd.
(221+25 Lt.)	221+20 Lt.	Dale-Kuni Rd.
(228+00 Rt.)	228+15 Rt.	Creswell Exit 1 Mile
(265+00 Lt.)	269+00 Lt.	Eugene 11, Portland 118
(310+00 Lt.)	309+85 Lt.	Creswell with arrow
(324+02 Rt.)	324+17 Rt.	Cottage Grove 8, Roseburg 58
(362+50 Lt.)	362+35 Lt.	Creswell Exit 1 Mile
(424+97 Rt.)	425+15 Rt.	Rest Area 2 Miles
(442+20 Rt.)	442+15 Rt.	Coast Fork Willamette River
(448+45 Lt.)	448+40 Lt.	Coast Fork Willamette River
(462+80 Rt.)	462+75 Rt.	Stadler Slough
(463+80 Lt.)	463+85 Lt.	Stadler Slough
(502+00 Lt.)	501+85 Lt.	Eugene, 16, Portland 123
(504+00 Rt.)	504+15 Rt.	Rest Area Right Lane
(527+35 Rt.)	527+40 Rt.	Gettings Creek
(535+50 Rt.)	530+45 Rt.	Rest Area with arrow
(531+05 Lt.)	531+00 Lt.	Gettings Creek
(550+00 Lt.)	555+35 Lt.	Rest Area with arrow
(555+55 Rt.)	555+50 Rt.	Brown Cr.
(556+45 Lt.)	556+50 Lt.	Brown Cr.
(562+00 Rt.)	562+15 Rt.	Saginaw Exit 3/4 Mile
(573+00 Lt.)	572+85 Lt.	Rest Area Right Lane
(601+18 Rt.)	601+33 Rt.	Saginaw with arrow
(624+06 Lt.)	627+25 Lt.	Saginaw with arrow
(653+83 Rt.)	643+00 Rt.	Cottage Grove, Dorena Lake Exit 1 Mile
(662+00 Lt.)	661+85 Lt.	Rest Area 2 Miles
(676+00 Lt.)	675+85 Lt.	Saginaw, Exit 1 Mile
(679+00 Rt.)	679+15 Rt.	DMV, State Police, etc. Next Right
(685+00 Lt.)	684+85 Lt.	Creswell 8, Eugene 19
(685+65 Rt.)	685+60 Rt.	Row River

RECEIVED
APR 16 1975
ROAD
DESIGN
SECTION

☐ Requires Reply
☐ Requires Approval
Receive & Keep
Do not File
Return To____
Bring Up __/__/__
Other____

____[illegible]
____A. Olson
____Terpin
____Scott
____Swenson
____R. Olson
____Trout

(589+35 Lt.)	689+40 Lt.	Row River
(704+65 Rt.)	704+50 Rt.	Dorena Lake, Cottage Grove with arrow
(721+30 Lt.)	721+15 Lt.	Dorena Lake, Cottage Grove with arrow

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guard rail and out to 30 feet where there is guard rail. Please check the review plans of this project for possible guard rail deletion or extension.

Due to the close proximity of the bid opening, we would appreciate receiving these cross-sections at your earliest possible convenience.

WGB:we
cc: C. T. Keasey
D. W. Greene
W. G. Beard

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 26, 1975

FROM: Al Brown
Right of Way Agent

SUBJECT: File No: 21214, 21223, 21224, 7728
Cottage Grove Gravel Areas.

TO: Jim Gix, Regional Maintenance Engineer
J. X. Wilson, Regional Construction Engineer

REFERRED TO
Beard Reed
Cole Sample
Eriksen [✓ Watson] JW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

All these files had no federal financing.

This morning I suggested to Assistant Engineer Jay Turlay that the State give the City of Cottage Grove fee title to above files in exchange for an agreement to harvest gravel and topsoil from the 47.0 acre area sold the city in 1969.

This 47.0 acre area is the reported 350,000 CY of gravel area in Van Cleave's June 26, 1967 report. I mentioned 300,000 CY of material as probably being required, with final estimates to come later.

It is possible the City Engineer, Roger Sinclair, will need a holding pond near the City treatment plant 1000' westerly of this site. On the supposition the land is underlayed with gravel deposits, I suggested the State might make the pond for the material. I've no idea of size or quantity.

The City will want our geologist to examine the areas and indicate the size of the excavation we will need. They desire to save the fir trees in the center of the #7 area. They also wish to retain allowance for a road and a bike path along the edges of the property. I have their tentative plan in my possession.

For their immediate needs I'm preparing a LUP gratis for the City to further their application for BOR funds.

4/2/75 Discussed w/Wilson. Will not be ready to provide for Goshen-Cottage Grove.
T.

AB:maw

cc: J. B. Boyd
W. H. Haskin

1 Versteeg
2 A. Olson
Turpin T

3-31-75

cc: Elliott Parker
Doug Greene
J.H. Versteeg - Proposed for use on Goshen-Cottage Grove & Cottage Grove-Divide sec's.

3312

e

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 24, 1975

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. G. J. Ballard
Supervising Design Engineer

SUBJECT:
Goshen Intch.-Cottage Grove Sec.
Pacific Highway
Highway Illumination

[illegible]
S HUNTER

Mr. Alfred Shirley, Region 3 Engineer, informs me that the only highway illumination work contemplated in connection with the subject overlay project is partial illumination of the Goshen Interchange. Some sign illumination may also be required. If this can't be designed in time for a May 22, 1975 receipt of bids, the project will be contracted without lighting. The lighting can be let as a separate contract at a later date.

Any miscellaneous highway lighting work found necessary in connection with this proposed overlay project will be done by price agreement after contract award.

RWE:dh

cc E. S. Hunter
D. H. Moehring
J. H. Versteeg
L. E. George
Alfred Shirley

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8213 Santiam Jct. Rock Prod Proj 197
located west of Sisters
Santiam Highway

8 2 . 3

13

December 26, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8213 awarded to R. J. Taggart Construction Company, Inc., for the Santiam Junction Rock Production Project on the Santiam, N. Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties was completed on September 26, 1975, and accepted by the Administrator and State Highway Engineer on December 24, 1975.

Final payment in the amount of $7,370.43 will be released to the contractor after December 31, 1975. The total contract amount is $159,296.35 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc R. J. Taggart Construction Co., Inc.
954 Huron Court S.E.
Salem, OR 97302

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

4

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SANTIAM JCT. ROCK PRODUCTION PROJECT

WEEK ENDING: OCTOBER 31, 1975

SECTION PREFIX: 22-8314

HIGHWAY: SANTIAM, N. SANTIAM CLEAR LAKE, MCKENZIE

COUNTY: LINN, LANE & MARION

NAME OF JOB: SANTIAM JCT. ROCK PRODUCTION PROJECT

KIND OF WORK: ROCK PRODUCTION

CONTRACTOR: R.J. TAGGART CONSTRUCTION CO.

CONTRACT NUMBER: 8213

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MAY 29, 1975

DATE WORK STARTED: AUGUST 14, 1975

ESTIMATED COMPLETION DATE: SEPTEMBER 26, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: SEPTEMBER 24, 1975

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 174,790.00

EXCLUSIVE OF ENGINEERING: $ 160,930.00

ENGINEERING AUTHORIZATION: $ 13,860.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 160,930.00

ENGINEERING COST TO DATE: $ 13,444.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: SEPTEMBER 26, 1075

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			50,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			52,000 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			52,000 cy		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Snow			
MONDAY 27	Snow			
TUESDAY 28	Cloudy			
WEDNESDAY 29	Cloudy			
THURSDAY 30	Cloudy			
FRIDAY 31	Cloudy			
SATURDAY				

K

RECEIVED
NOV 3 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity
27 MONDAY	*****NO ACTIVITY ALL WEEK*****
" TUESDAY 28	
WEDNESDAY 29	
30 THURSDAY	
31 FRIDAY	
SATURDAY	

REMARKS

CONTRACT COMPLETE. LETTER OF ACCEPTANCE RECEIVED FROM U.S. FOREST SERVICE OCTOBER 29, 1975. SEMI-FINAL TO BE SUBMITTED ON OR ABOUT NOVEMBER 12, 1975.

FINAL REPORT.

SIGNED Warren E Mueller LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8214 Lancaster Dr SE-Deer Park Dr 1975
Sec of N Santiam Hwy E of Salem
(Paving)

8 2

1

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-68 69 70 + 71
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-18-76

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number US-RS-265(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	237,731-RS $ 165,552-US	237,731-RS $ 165,552-US
Federal funds	185,881-RS $ 129,445-US	203,973-RS $ 142,043-US
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $23,509 Urban and $33,758 Rural Secondary.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

88717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 12, 1976

Federal Aid Project
No. US-RS-265(12)

Lancaster Dr. S.E.-Deer Park Dr. S.E.

North Santiam Hwy. In Marion County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Urban)(Sta. 185+00 to Sta. 235+05)
Total same as previous estimate of June 5, 1975 $165,552.00

Type Code 6201
Roadway (Rural)(Sta. 235+05 to Sta. 298+29)
Total same as previous estimate of June 5, 1975 $237,731.00

Length of Roadway (Urban) - - - - - - - -	0.948 mile
" " " (Rural) - - - - - - - -	1.198 mile
TOTAL	2.146 miles

Cost of Roadway Per Mile (Urban)- - - -	$174,632.91
" " " " " (Rural)- - - -	198,439.89

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	State Funds
Roadway (Urban G-1)	$165,552.00	$142,043.00	$ 23,509.00
Roadway (Rural G-2)	237,731.00	203,973.00	33,758.00
TOTAL	$403,283.00	$346,016.00	$ 57,267.00

Group 1 - 41% Group 2 - 59%
Contract No. - 8214
Prefix - 124-1095

*Increase federal aid pro rata to 85.8%

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-110 + 5-111
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Marion
Project Number US-RS-265(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	RS 237,731 $ US 165,552	RS 237,731 $ US 165,552
Federal funds	RS 185,881 $ US 129,445	RS 237,731 $ US 165,552
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ RS 51,850 US 36,107."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-107 6-108	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	ATE Oregon COUNTY Marion PROJECT NO. US-RS-265(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 0.2 Mi. W. of Salem ECL, E. 2.15 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-75	2.146
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 403,283	FEDERAL FUNDS $ 185,881 Rural Secondary 129,445 Urban Extension

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. US-RS-265(12)

LANCASTER DR. S.E.-DEER PARK DR. S.E.
NORTH SANTIAM HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Urban)(Sta. 185+00 to Sta. 235+05)

Mobilization	All Required (44%)		$ 15,840.00
Temporary Protection and Direction of Traffic	All Required (44%)		9,240.00
Temporary Signs	200 sq.ft.	3.45	690.00
Flagmen	130 hour	15.00	1,950.00
Removal of Structures and Obstructions	All Required (44%)		963.60
Embankment in Place	37 cu.yd.	10.00	370.00
Watering	40 M-gal.	12.00	480.00
Aggregate Shoulders	700 ton	6.25	4,375.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	3,000 ton	8.40	25,200.00
Class "C" Mod. Asphalt Concrete Mixture	4,000 ton	8.50	34,000.00
Asphalt Cement in Mixture	460 ton	67.00	30,820.00
Portland Cement Additive in Class "C" Mod. Mixture	40 ton	45.00	1,800.00
Asphalt in Tack Coat	12 ton	150.00	1,800.00
15-inch Culvert Pipe	150 lin.ft.	7.50	1,125.00
Concrete Inlets, Type M-E	1 only	900.00	900.00
Concrete Inlets, Type M-O	1 only	950.00	950.00
Guard Rail, Type 2A	275 lin.ft.	5.80	1,595.00
Guard Rail, Type 3	112 lin.ft.	20.00	2,240.00
Guard Rail Anchors, Type 1	1 only	300.00	300.00
Guard Rail Anchors, Type 2	2 only	320.00	640.00
Rail End Pieces, Type A	3 only	6.00	18.00
Rail End Pieces, Type C	1 only	138.00	138.00
Concrete Barrier	293 lin.ft.	26.00	7,618.00
Guide Posts	50 only	17.00	850.00

Signing

Removal of Existing Sign Installations	All Required (55%)		308.00
Painted Wood Sign Posts	All Required (44%)		305.80
Sign Support Footings	All Required (53%)		1,067.95
Breakaway Sign Posts	All Required (52%)		4,193.80
Type "D" Signs in Place	19 sq.ft.	6.00	114.00
Move and Reinstall Existing Signs	All Required (50%)		390.00
			$150,282.15

Additional Items			
Temporary Erosion Control	All Required (44%)		$ 220.00
	Subtotal		$150,502.15
	Engineering		15,049.85
	Total		$165,552.00

Type Code 6201
Roadway (Rural)(Sta. 235+05 to Sta. 298+29)

Mobilization	All Required (56%)		$ 20,160.00
Temporary Protection and Direction of Traffic	All Required (56%)		11,760.00
Temporary Signs	250 sq.ft.	3.45	862.50
Flagmen	170 hour	15.00	2,550.00
Removal of Structures and Obstructions	All Required (56%)		1,226.40
Embankment in Place	37 cu.yd.	10.00	370.00
Watering	20 M-gal.	12.00	240.00
Aggregate Shoulders	740 ton	6.25	4,625.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	4,000 ton	8.40	33,600.00
Class "C" Mod. Asphalt Concrete Mixture	6,000 ton	8.50	51,000.00
Asphalt Cement in Mixture	700 ton	67.00	46,900.00
Portland Cement Additive in Class "C" Mod. Mixture	60 ton	45.00	2,700.00
Asphalt in Tack Coat	18 ton	150.00	2,700.00
18-inch Culvert Pipe	150 ton	8.50	1,275.00
Concrete Inlets, Type M-E	2 only	900.00	1,800.00
Guard Rail, Type 2A	1,763 lin.ft.	5.80	10,225.40
Guard Rail, Type 3	88 lin.ft.	20.00	1,760.00
Guard Rail Anchors, Type 1	4 only	300.00	1,200.00
Guard Rail Anchors, Type 2	5 only	320.00	1,600.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
Rail End Pieces, Type C	4 only	138.00	552.00
Concrete Barrier	71 lin.ft.	26.00	1,846.00
Drainage Curbs	790 lin.ft.	1.50	1,185.00
Guide Posts	80 only	17.00	1,360.00
Signing			
Removal of Existing Sign Installations	All Required (45%)		252.00
Painted Wood Sign Posts	All Required (56%)		389.20
Sign Support Footings	All Required (47%)		947.05
Breakaway Sign Posts	All Required (48%)		3,871.20

Type "D" Signs in Place	38 sq.ft.	6.00	$ 228.00
Move and Reinstall Existing Signs	All Required (50%)		390.00
			$208,374.75
Additional Items			
Temporary Erosion Control	All Required (56%)		$ 280.00
On-the-Job Trainees (1 @ $800.00)	All Required		800.00
			$ 1,080.00
	Subtotal		$209,454.75
	Engineering		28,276.25
	Total		$237,731.00

Length of Roadway - - - - - - - - - -	(Urban)	0.948 Mile
	(Rural)	1.198 Miles
Total Length of Project		2.146 Miles
Cost of Roadway Per Mile- - - - - -	(Urban)	$174,632.91
	(Rural)	$198,439.89

Retained in Program Status

Permanent Pavement Striping (Urban)	All Required (44%)	$ 440.00
Stage Construction Striping (Urban)	All Required (44%)	440.00
	Subtotal	$ 880.00
	Engineering	88.00
	Total	$ 968.00
Permanent Pavement Striping (Rural)	All Required (56%)	$ 560.00
Stage Construction Striping (Rural)	All Required (56%)	560.00
	Subtotal	$ 1,120.00
	Engineering	151.00
	Total	$ 1,271.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban) G-1	$165,552.00	$129,445.00	$ 36,107.00
Retained in Program (Urban) G-1	968.00	756.00	212.00
Subtotals	$166,520.00	$130,201.00	$ 36,319.00
Roadway (Rural) G-2	$237,731.00	$185,881.00	$ 51,850.00
Retained in Program (Rural) G-2	1,271.00	993.00	278.00
Subtotals	$239,002.00	$186,874.00	$ 52,128.00
Totals	$405,522.00	$317,075.00	$ 88,447.00

Group 1 - 41%; Group 2 - 59%

Contract No. 8214

Prefix No. 124-1095

LANCASTER DR. S.E.-DEER PARK DR. S.E.

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

U.S. GOVERNMENT PRINTING OFFICE

STATE COPY

#8214 9-20-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OEED (E S Hunter)
Wash. D.C. (HEO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9-20-76	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. US-RS-265(1)
COMPLETION DATE 11-10-75	ACCEPTANCE DATE BY CONTRACT AGENCY 2-18-76	TIME ELAPSED 98 %	CONTRACT TIME 140 days
APPROVED EXTENSIONS --	LOCATION Lancaster Dr., S.E.-Deer Park Dr. S.E.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANCASTER DRIVE S.E.-DEER PARK DRIVE S.E.
North Santiam Hwy.
Paving

The project is located on the North Santiam Highway east of Salem for a length of 2.2.miles. The work consisted of the construction of an asphalt concrete paving overlay and safety work.

The work was satisfactorily completed on November 10, 1975 using 137 of the 140 calendar days allowed for the project.

Final costs on the project including Extra Work Orders, Price Agreements and engineering amounts to $390,000 + which is approximately a 4.9% underrun.

Information on the overruns and underruns are on file in the Division Office.

[illegible]
cy Kenney

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9-22-76	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8214

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

To be completed by Washington Headquarters Personnel

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: **Oregon**
COUNTY: **Marion**
FEDERAL PROJECT NO.: **US-RS-265(12)**
URBAN ☒
RURAL ☒

DATE STARTED: **June 16, 1975**
DATE COMPLETED: **August 2, 1975**
TOTAL NO. BRIDGES:

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST		356,438	
21	LENGTH OF PROJECT	MILES	2.146	

PART B *REMARKS (Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	1974	19,958

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		119,932	
9	PETROLEUM PRODUCTS		3,463	
1	CEMENT		472	
2 92	[illegible]		1,470	
3	BITUMINOUS MATERIAL		14,190	
4	[illegible]			
5	[illegible]			
7	[illegible]			
8	[illegible]			
10	[illegible]			
11	[illegible]		70	
12	[illegible]	TON	15,914	
15 25	[illegible]			
16	[illegible]			
17	[illegible]			
18	[illegible]		2,000	
19	[illegible]			
23	FINAL CONTRACT AMOUNT [illegible]		12,457	
24	FINAL CONTRACT AMOUNT [illegible]			

CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
	18	180
	12	150
14	[illegible] AND DRAIN TILE	
25	[illegible] ALUMINUM CULVERT	
26	CAST IRON PIPE	

Blocks 48-74 to be Completed by FHWA Washington Headquarters Personnel

FORM PR-47
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts [illegible] project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR 47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, materials, and man-hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State furnished materials should be added to Item 22 "Total Cost of All Materials and Supplies" and also to "Final Construction Cost". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL VOL 6 CH. 4 SEC. 1; SUB. SEC. 9).

"Final Construction Cost" [illegible] costs incurred [illegible] contractor [illegible]

"Length of Project" [illegible] bridge mileage [illegible]

*Quantities of steel, [illegible] in segregating such quantities [illegible]

Part B. INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, [illegible] feet of corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both [illegible] and pavement. [illegible] quantities of reinforcing [illegible] precast units, except concrete pipe [illegible]

Item 8 - [illegible] pounds of all structural steel, steel [illegible]

Item 9 - [illegible] gallons of all gasoline, diesel oil, [illegible] equipment and trucks. For conversion [illegible] grease per gallon.

Item 10 - [illegible] explosives exclusive of [illegible]

Item 11 - [illegible] ready mixed concrete [illegible] purchased precast units.

Item 12 - [illegible] paving mixtures [illegible] for placement as they [illegible]

Item 13 - [illegible] regardless of [illegible] gauge or coating, [illegible] drain and [illegible]

Item 14 - Report by size total number of linear feet of clay pipe and [illegible]

Items 15 and 95 - [illegible] quantity of aggregates such as sand, [illegible] by the contractor.

Item 16 - [illegible] products not appro[illegible] tubular piling, etc.

Items 17, 18 and 19 - [illegible] feet of all types of [illegible]

Item 22 - [illegible] of all construction [illegible] used on the project, [illegible] lighting and the cost of [illegible] Costs of equipment [illegible] the equipment [illegible] be included in this [illegible] handtools, repair [illegible] Costs of such items [illegible] amount included [illegible] cost paid by the [illegible] the costs of excavat[illegible] man-hours for aggre[illegible] with Item 30.

Item 23 - [illegible] all types of signs including [illegible] Do not include traffic [illegible]

Item 24 - Report [illegible] highway and bridge lighting [illegible] switches, luminaires, [illegible]

Item 25 - [illegible] linear feet of corrugated alumi[illegible]

Item 26 - [illegible] linear feet of cast iron pipe.

Item 30 - [illegible] man-hours worked by, and earnings of all [illegible] the project, including those on operation [illegible] equipment.

[illegible] be reported unless difficulties are encountered [illegible]

February 18, 1976

St. Paul Fire and Marine Ins. Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8214 awarded to Salem Road and Driveway Co., for paving on Lancaster Drive S.E.-Deer Park Drive S.E. Section of North Santiam Highway in Marion County was completed on November 10, 1975, and accepted by the Administrator and State Highway Engineer on February 18, 1976.

Final payment in the amount of $14,765.34 will be released to the contractor after February 23, 1976. The total contract amount is $355,432.45 including $884.75 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Salem Road and Driveway Co.
P. O. Box 603
Salem, OR 97308

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8214

Salem, Oregon
February 17, 1976

C. T. Keasey
Construction Engineer

F. B. Klaboe, Administrator
and State Highway Engineer

Highway Project
Acceptance

Contract No. 8214, Work Completed November 10, 1975

Project Lancaster Dr. S.E. - Deer Park Dr. S.E.

Highway North Santiam, County Marion

Type of Work Paving

Contractor Salem Rd. & Driveway Company

Recommended Acceptance Date February 18, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

821

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LANCASTER DR. S.E. DEER PARK DR. S.E.	WEEK ENDING: NOVEMBER 15, 1975	SECTION PREFIX: 124-1095
NAME OF JOB: LANCASTER DR. S.E. - DEER PARK DR. S.E.	HIGHWAY: NORTH SANTIAM	COUNTY: MARION
CONTRACTOR: SALEM ROAD & DRIVEWAY CO.	KIND OF WORK: PAVING	
DATE OF CONTRACT: MAY 29, 1975	CONTRACT NUMBER: 8214	FEDERAL AID PROJECT NUMBER: US-RS-265(12)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	DATE WORK STARTED: JUNE 16, 1975	ESTIMATED COMPLETION DATE: NOVEMBER 10, 1975
	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 140	CALENDAR DAYS USED: 137
PROJECT AUTHORIZATION: $411,956.08	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $379,289.96	ENGINEERING AUTHORIZATION: $32,666.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $379,289.96	ENGINEERING COST TO DATE: $31,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.24
MILES PARTIALLY COMPLETED					2.24
MILES COMPLETED					2.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)					17,000
TOTAL QUANTITIES CORRECTED TO DATE					15,917
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,917 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0
EQUIPMENT USED DURING THE WEEK:					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	9	Showers	1		
MONDAY	10	Showers	1		
TUESDAY	11	Showers	0		
WEDNESDAY	12	Clear	0		
THURSDAY	13	Cloudy	0		
FRIDAY	14	Showers	0		
SATURDAY	15	Shoers	0		BEN GIFFORD

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 17 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Activity
MONDAY 10	Contractor finished painting sign posts.
TUESDAY 11	No Activity
WEDNESDAY 12	No Activity
THURSDAY 13	No Activity
FRIDAY 14	No Activity
SATURDAY 15	No Activity

REMARKS

PROJECT COMPLETE.

SIGNED ______ LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: US-RS-265(12)

STATE PROJECT NO.: Lancaster Drive SE-Deer Park Drive SE

PROGRAM NO.:

COUNTY NAME: Marion

ITEM NO.: U-186 & RS-42

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
Hunter
FOR

Info	Inves	R/O	O/R	Sign	Att	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 30, 1975	April 30, 1975	Secondary Route 121
		STATE ROUTE NUMBER
		North Santiam Highway Route 162

GENERAL LOCATION: SR 22, 0.2 miles west of Salem East City Limits, east 2.15 miles

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK: High type pavement, signs, and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Temporary Erosion Control	$500
On the Job Training	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L. W. Rulien
Wyatt

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 5-9-75

SIGNATURE OF APPROVING OFFICIAL: C R Burkhardt Jr.

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

4-[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-8 and 5-9

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 4-28-75
BY (Signature) L. W. Rulien's April 23, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 186 ~~xxxx~~ and 42

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location / **Work**
186	US-RS-265(12)	0.95	200,000	156,300	Lancaster Drive SE- Deer Park Drive SE. Marion County State of Oregon / High type Pavement, signs and guardrail
42	RS-US-265(12)	1.20	292,000	228,300	" / "
		(2.15)	(492,000)	(384,600)	

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO
Hunter
FOR
Info Inves R/D D.R. Sign. Act.

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
[illegible] 1975
OFFICE OF
[illegible]

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-28-75	SIGNATURE AND TITLE for G. L. Green, Division Engineer

*[illegible] and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation [illegible] Federal funds for the undertaking.

GPO 815-690

R

Robert W. Straub
XXXXXXXXXXX

April 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-RS-265(12)

We are submitting program data for one jointly financed Urban-Rural Secondary Project No. US-RS-265(12), Item No. 186, (Urban) and Item No. 42 (Rural Secondary), "Lancaster Dr. SE - Deer Park Dr. SE Section", which we desire to have included in the Federal-aid Urban and Rural Secondary Highway Programs.

It is our present intention to receive bids for this project on May 22, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-3-2.1.

Encl.

JG:wm

ITHLY TRANSACTION NO.

TE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

4-23-75

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 22, 0.2 mi. W of Salem ECL, E 2.15 mi. 21 65	**ADT**	PRESENT 10,400*	FUTURE 22,300 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CHARACTER OF PROPOSED WORK (35 typewriter spaces) H.T. Pave, Signs, Guardrail 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER US-RS- 265 23 7

CLASS OF FEDERAL FUNDS: Urban

NAME OF URBAN AREA 17-31: Salem

COUNTY NAME: Marion — CODE 047 (14) (16)

ROUTE NO. S — FEDERAL-AID 121 (32) — STATE 162 (36) (37) — U.S. - - (41)

LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (70)	STATE FUNDS	OTHER FUNDS
				PE		SR 22, 0.2 mi. W. of Salem ECL, E. 2.15 mi.					
				ROW							
				CONST (CODE) (Safety) 6201		"Lancaster Dr. SE - Deer Park Dr. SE Sec."	(2.15) 0.95	(492,000) 200,000	(384,600) 156,300	43,700	
CODE 1		PREPARED BY				PROJECT TOTALS	0.95	200,000 (16) (23)	156,300 (24) (29)	43,700	
14		PROGRAM APPROVAL DATES									

REMARKS

H.T.
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* DHV is 1200.

Additional Data: Item Nos. 416
632B, 632C & 712; Project Nos. S-265(4)
(7), (9), & (10), respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-23-75

ROJECT LOCATION (45 typewriter spaces) SR 22, 0.2 mi. W of Salem ECL, E 2.15 mi.	**ADT**	PRESENT 10,400*	FUTURE 22,300	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 032	ITEM NO. 186

GED WORK (35 typewriter s, Guardrail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) NUMBER US-RS- 265	SEQ. NO. (12)	I. Projects Only POST MI., DESIG.

NDS Urban

Salem

COUNTY NAME Marion CODE 047

ROUTE NO. S FEDERAL-AID 121 STATE 162 U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 22, 0.2 mi. W. of Salem ECL, E. 2.15 mi.						H.T. Pavement overlay of existing 4-lane facility. Safety revision of guardrail signs & incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Lancaster Dr. SE - Deer Park Dr. SE Sec."	(2.15) 0.95	(492,000) 200,000	(384,600) 156,300	43,700		ROW - 250' normal; Access Control - full Parking restrictions- complete.
ED BY		PROJECT TOTALS	0.95	200,000	156,300	43,700		

M APPROVAL DATES

* DHV is 1200.

REMARKS

Additional Data: Item Nos. 416, 527, 632A, 632B, 632C & 712; Project Nos. S-265(4), (6), (8), (7), (9), & (10), respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

LANCASTER DR. SE-DEER PARK DR. SE SECTION
PROJECT NO..US-RS-265(12)

REMARKS - continued

NOTE: This project is jointly financed using Urban and Rural Secondary Federal Funds. The overall length of the project is 2.15 miles and based on physical location of the Urban boundary the part (0.95 mi.) in the Urban Area is financed with Urban Funds and the part (1.20 mi.) outside of the Urban Area is financed with Rural Secondary Funds.

Existing Facility:

Roadway - - - 4-12' bituminous surfaced travel lanes with 10' shoulders and 8.4' median.

Structure - - Deer Park Dr. Oxing; Br. No. 8071; RCDG; L. 123'; HC 74' 4"; H-20 loading.

Adjacent Sections: Same as existing roadway facility.

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide four 12-foot lanes with 10-foot paved shoulders and an 8.4-foot median. Safety revisions of roadway appurtenances (e.g. guardrail, minor drainage structures, signs, etc.) and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved (Note: Salem Municipal Airport (McNary Field) lies westerly within two miles of this project, but the proposed facility will not cause any conflict with the operation of the airport.)

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreement dated April 23, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the not result in an alteration of land use or traffic flow patterns would require a significant change in planning completed or unde

FHPM 7-7-2 Requirements: Nonmajor action project concurred in FHWA on April 1, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proc set forth in FHPM 6-8-2.1.

(a) Public Hearings - - Not required under the provisions Par. 6c.

(b) Location/Design - - Not a factor in the development of project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interi 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. docume

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Project" the provisions of FHPM 6-8-2.1 as (1) the pavement reha tion work will have a substantial safety benefit evide improved vehicle control through (a) elimination of rut the wheel paths; (b) reduced tendency of a vehicle to h in wet weather because of water retention on the paveme increased visibility in wet weather because of reduced spray; and (d) increased skid-resistant property of the surface; (2) the work is for the correction of roadside identified as hazardous in the AASHTO report, "Highway and Operational Practices Related to Safety".

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - -	$431,000
Safety Revisions (Y codes 002,007, &101) - - - - - - -	61,000
Total Est. Cost	$492,000

LANCASTER DR. SE-DEER PARK DR. SE SECTION
PROJECT NO..US-RS-265(12)

ontinued

project is jointly financed using Urban and Rural Secondary
ral Funds. The overall length of the project is 2.15 miles
ased on physical location of the Urban boundary the part
mi.) in the Urban Area is financed with Urban Funds and
art (1.20 mi.) outside of the Urban Area is financed with
Secondary Funds.

ility:

- 4-12' bituminous surfaced travel lanes with 10' shoulders and 8.4' median.
- Deer Park Dr. Oxing; Br. No. 8071; RCDG; L. 123'; HC 74' 4"; H-20 loading.

tions: Same as existing roadway facility.

a: The work consists of resurfacing with high-type
rlay the existing facility to provide four 12-foot
0-foot paved shoulders and an 8.4-foot median. Safety
f roadway appurtenances (e.g. guardrail, minor drainage
signs, etc.) and incidental work common to this type of

y: No additional required.

n, Railroads, Airports, Water Development, Historical
ion Areas: None involved (Note: Salem Municipal Airport
d) lies westerly within two miles of this project, but
facility will not cause any conflict with the operation
rt.)

Requirements: Exempt from State Clearinghouse and
Clearinghouse A-95 review under working agreement dated
970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 1, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings - - Not required under the provisions of Par. 6c.

(b) Location/Design - - Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as (1) the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface; (2) the work is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

Data for PR-37:

Pavement (Type Code 6201)	$431,000
Safety Revisions (Y codes $\overline{002}$,$\overline{007}$, &$\overline{101}$)	61,000
Total Est. Cost	$492,000

Budget Bureau No. 41-R2067; App

U.S. DEP
BU

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

4-23-75

LY TRANSACTION NO.

SUBMITTED TO E. O.

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	SR 22, 0.2 mi. W of Salem ECL, E 2.15 mi.		10,400*	22,300	95	10	Oregon

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
H.T. Pave, Signs, Guardrail								RS-US-	265

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Marion

CODE: 047

NAME OF URBAN AREA: Salem

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	121	162	- -

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
				PE		SR 22, 0.2 mi. W. of Salem ECL, E. 2.15 mi.					
				ROW							
				CONST (CODE) (Safety) 6201		"Lancaster Dr. SE - Deer Park Dr. SE Sec."	(2.15) 1.20	(492,000) 292,000	(384,600) 228,300	63,700	
CODE 1	PREPARED BY					PROJECT TOTALS	1.20	292,000	228,300	63,700	
14	PROGRAM APPROVAL DATES										

* DHV is 1200.

REMARKS Additional Data: Item Nos. 4
632B, 632C & 712; Project Nos. S-265(
(9) & (10), respectively.

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-23-75

OJECT LOCATION (45 typewriter spaces) SR 22, 0.2 mi. W of Salem ECL, E 2.15 mi.	**ADT**	PRESENT 10,400*	FUTURE 22,300	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075
ITEM NO. 42								

ED WORK (35 typewriter Signs, Guardrail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) RS-US- · NUMBER 265 · SEQ. NO. (12)
T. Projects Only: POST MI. · DESIG.								

OS Rural Secondary

COUNTY NAME Marion · CODE 047

ROUTE NO. S · FEDERAL-AID 121 · STATE 162 · U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

Salem

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 22, 0.2 mi. W. of Salem ECL, E. 2.15 mi.						H.T. Pavement overlay of existing 4-lane facility. Safety revision of guardrail, signs & incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Lancaster Dr. SE - Deer Park Dr. SE Sec."	(2.15) 1.20	(492,000) 292,000	(384,600) 228,300	 63,700		ROW - 250' normal; Access control - full; Parking restrictions- complete.
BY		PROJECT TOTALS	1.20	292,000	228,300	63,700		

APPROVAL DATES

* DHV is 1200.

REMARKS Additional Data: Item Nos. 416, 527, 632A, 632B, 632C & 712; Project Nos. S-265(4), (6), (8), (7), (9) & (10), respectively.

-over-

USCOMM DUSCOMM-DC 48906-P51

LANCASTER DR. SE-DEER PARK DR. SE SECTION
PROJECT NO. RS-US-265(12)

REMARKS - continued

NOTE: This project is jointly financed using Urban and Rural Secondary Federal Funds. The overall length of the project is 2.15 miles and based on physical location of the Urban boundary the part (0.95 mi.) in the Urban Area is financed with Urban Funds and the part (1.20 mi.) outside of the Urban Area is financed with Rural Secondary Funds.

Existing Facility:

Roadway - - - 4-12' bituminous surfaced travel lanes with 10' shoulders and 8.4' median.
Structure - - Deer Park Dr. Oxing; Br. No. 8071; RCDG; L. 123'; HC 74' 4"; H-20 loading.

Adjacent Sections: Same as existing roadway facility.

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide four 12-foot lanes with 10-foot paved shoulders and an 8.4-foot median. Safety revisions of roadway appurtenances (e.g. guardrail, minor drainage structures, signs, etc.) and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved (Note: Salem Municipal Airport (McNary Field) lies westerly within two miles of this project, but the proposed facility will not cause any conflict with the operation of the airport.)

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreement dated April 23, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as
not result in an alteration of land use or traffic flow patt
would require a significant change in planning completed or

FHPM 7-7-2 Requirements: Nonmajor action project concurre
FHWA on April 1, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving
set forth in FHPM 6-8-2.1.

(a) Public Hearings - - Not required under the provisi
Par. 6c.
(b) Location/Design - - Not a factor in the developme
project.

NOTE:
(1) On-the-job trainees, as set forth in FHWA order i
7-2(2), on this project will be determined at P.S.
stage and the number stipulated in the P.S. & E.

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Pro
the provisions of FHPM 6-8-2.1 as (1) the pavement
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improved vehicle control through (a) elimination o
the wheel paths; (b) reduced tendency of a vehicle
in wet weather because of water retention on the
increased visibility in wet weather because of rec
spray; and (d) increased skid-resistant property o
surface; (2) the work is for the correction of roa
identified as hazardous in the AASHTO report, "Hig
and Operational Practices Related to Safety".

Data for PR-37:

Pavement (Type Code 6201) _ _ _ _ _ _ _ _ _ _ _ $431,000
Safety Revisions (Y codes 002,007, &101)_ _ _ _ _ _ _ 61,000

Total Est. Cost $492,000

LANCASTER DR. SE-DEER PARK DR. SE SECTION
PROJECT NO, RS-US-265(12)

ontinued

project is joint'y financed using Urban and Rural Secondary ral Funds. The overall length of the project is 2.15 miles based on physical location of the Urban boundary the part 5 mi.) in the Urban Area is financed with Urban Funds and part (1.20 mi.) outside of the Urban Area is financed with Secondary Funds.

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on, Railroads, Airports, Water Development, Historical ion Areas: None involved (Note: Salem Municipal Airport ld) lies westerly within two miles of this project, but facility will not cause any conflict with the operation ort.)

Requirements: Exempt from State Clearinghouse and Clearinghouse A-95 review under working agreement dated 970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 1, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings - - Not required under the provisions of Par. 6c.

(b) Location/Design - - Not a factor in the development of this project.

NOTE;

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 2.

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Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - -	$431,000
Safety Revisions (Y codes 002,007, &101) - - - - - -	61,000
Total Est. Cost	$492,000

5214

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97303

DATE APRIL 15, 1975

TO C.O. FREDRICKSON
REGION II ENGINEER

FROM WARREN E. MUELLER Warren E Mueller
RESIDENT ENGINEER

SUBJECT LANCASTER DR. - DEER PARK
PLAN REVIEW

On Sheet 2, the typical section shown for Sta 185 to 298+29 is only correct from Sta 185 to 205+00. From Sta 205 to 285 the crown is on the center line of the East bound lanes. From 285 to 298+29 the highway has a super for a curve right.

From sta 205 through the job, in the left wheel line of the right lane Eastbound, the pavement is badly cracked. Soils Section should investigate as to what happened under the pavement. It may be necessary to remove a section and replace the damaged material since the overlay will not bind the broken material.

On sheet 2 the typical for Guard Rail Detail at Buried Ends needs clarification as to types and depths of AC to be used. The same typical also refers us to Dwg 2050 for multi-layer pavement const.. Our Standard Dwg 2050 only shows a method of feathering.

Clear

See latest drawing

WEM/ec
cc: file

cc Frank Terpin ✓ Please oblige paragraph one
J Kimes

cc Warren Mueller — Design contemplates some broken pavement. Patch what quantities permit
J Kimes

cc C.T Keasey

2314

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE March 28, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$ 240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

8215 NW Park Ave-NW 2nd Ave. 1975
(Ptld.) Sec. (Burnside St.)
(pav, sig, & landsc)

Smead®
No. 2-152-5L
HASTINGS, MN
ANGELES-CHICAGO-LOGA
MCGREGOR, TX-LOCUST GROVE
U.S.A.

C&A 5152 12-11-74

6-30-75

4815 9-17-73

REGOR, TX-LOCUST GROVE, GA
U.S.A.

8

March 8, 1978

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

Gentlemen:

As requested in your letter of February 16, we are attaching an Acceptance of Ordinance No. 145186 in connection with the West Burnside TOPICS Project between N.W. 2nd Avenue and N. W. Park Avenue transferring funds and authorizing the issuance of a warrant in the amount of $6,593.31.

The Acceptance has been signed by H. S. Coulter, State Highway Engineer.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc V. E. Skoog
Don Harwell Attn: Gary Zehner

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RECEIVED
MAR 2 1978
LEGAL

February 16, 1978

OK
JCS
4-2-78

Oregon State Department of Transportation
Oregon State Highway Division
State Highway Building
Salem, Or 97310

Attn: Fred Klaboe

Gentlemen:

Enclosed is a copy of Ordinance No. 145186, passed by the Council Februayr 15, 1978, authorizing amendment to the Agreement #14433 between the City of Portland and the State of Oregon, by and through the State Highway Commission, in connection with the West Burnside Topics Project between N. W. 2nd Avenue and N.W. Park Avenue, transferring funds, authorizing the issuance of a warrant in the amount of $6,593.31, and declaring an emergency.

Will you kindly have the proper official sign the enclosed Acceptance and return it to this office at your earliest convenience.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

EC:dc
Enclosures

✓ Isabel brought in and asked that we handle. Mainor Holmes said to return to City with cc to Zehner and Skoog.

fkn

Misc C4.7
5152

HWY ENGR
MAR 2 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 28 1978
HIGHWAY ACCOUNTING

AUD 50-25-640

ACCEPTANCE

Portland, Oregon, February 16, 1978

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of

Ordinance No. 145186, passed by the Council February 15, 1977, authorizing amendment to the Agreement #14433 between the City of Portland and the State of Oregon, by and through the State Highway Commission, in connection with the West Burnside Topics Project between N.W. 2nd Avenue and N.W. Park Avenue, transferring funds, authorizing the issuance of a warrant in the amount of $6,593.31, and declaring an emergency,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
* BY:

[CORPORATE SEAL]

State Highway Bldg., Salem, Or 97310
Address

Approved as to form:

City Attorney

APPROVED AS TO FORM
Asst. Attorney General

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal

ORDINANCE No. **145186**

An Ordinance authorizing amendment to the Agreement #14433 between the City of Portland and the State of Oregon, by and through the State Highway Commission, in connection with the West Burnside Topics Project between N. W. 2nd Avenue and N. W. Park Avenue, transferring funds, authorizing the issuance of a warrant in the amount of $6,593.31, and declaring an emergency.

The City of Portland Ordains:

Section 1. The Council finds:

1. That Ordinance 140050 passed by the Council June 19, 1975, authorized the deposit of $31,130 with the State Highway Commission prior to the award of the construction project. The City share was 11% of the estimated cost of such project.
2. That upon completion of the project, the amount of $13,186.62 incurred by costs not covered by Federal guidelines must be shared 50/50 by the City of Portland and the State of Oregon.
3. That such money is available in the Bureau of Traffic Engineering Budget.
4. That such money should be transferred within the General Fund from savings in Personal Services to Capital Improvements within the Bureau of Traffic Engineering.

NOW, THEREFORE, the Council directs:

a. Upon acceptance of this Ordinance by the Oregon State Highway Division amending Agreement #14433 and increasing the contract by $6,593.31, the Mayor and Auditor are authorized to issue a warrant in the amount of $6,593.31 payable to the Oregon State Highway Division.

b. There shall be transferred within the General Fund, $6,593.31 from Personal Services (141-110) to Capital Improvements within the Bureau of Traffic Engineering (580-630).

ORDINANCE No.

Section 2. The Council declares that an emergency exists because the appropriation is needed immediately in the account to which it is to be transferred so that there may be no administrative dealy; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, FEB 15 1978

Mayor Neil Goldschmidt
Robert P. Davis:jjp
January 25, 1978
from BUC #14100016
to BUC #58030023

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

OREGON STATE
HIGHWAY DIVISION

FORM [illegible]

HIGHWAY DIVISION INVOICE

NO. [illegible]

DATE	BILLING REQ. NO	YOUR ORDER NO	CREDIT DISTRIBUTION
1-3-78	CC 1770		26-0612-299 $2,991.38 26-0614-299 $3,601.93

- PORTLCP
- City of Portland
- Attn: John Lang
- 400 S.W. 6th Ave.
Portland, OR 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
City Share per attached statement		38,923.31	
Amount previously transferred		28,130.00	
			10,793.31
City's advance deposit		32,330.00	
Amount previously transferred		28,130.00	
			4,200.00
Amount due from city			6,593.31

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S.W. 6th Avenue
Portland, OR 97204

Attention of John Lang
Hwy. Coordinator

Request No. (assigned by staff engineer or head of section) cc 1770

Date December 9, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS & Urban Project TM-5025(23)
N.W. Park Ave.-N.W. 2nd Avenue
W. Burnside Street
City of Portland

Contract No. 8215
Covered by agreements dated 9/13/73, 12/10/74, & 6/26/75.

Itemized Statement:

ADVANCE DEPOSIT $32,330

Quantity	Unit	Description	Unit Price	Amount
		City Share per attached statement	$38,923.31	
		Amount Previously Transferred	28,130.00	
				$10,793.31
		City's Advance Deposit	$32,330.00	
		Amount Previously Transferred	28,130.00	
				4,200.00
		Amount Due from City		$ 6,593.31
		(Attach itemized statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,200
31,130

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 28,130

Give the number of the last previous request in connection with this same service. cc 1509

Credit distribution:

26-0612	$2,991.38
26-0614	$7,801.93

Submitted by:
Gary E. Zehner
Gary E. Zehner, Local Proj. Coordinat

Approved:
Regional Engineer

Approved:
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** December 9, 1977

CITY Portland **Contract No.** 8215 **Date Completed** 5-5-76

PROJECT # TM-5025 (23) **Section** N.W. Park Ave.-N.W. 2nd Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 10,319.00
Payment to Contractor	250,141.19
S.F.O. #1 Work by Portland Bureau of Water Works	2,405.00
S.F.O. #2 Repair Bridge Lighting Circuit	639.07
Construction Engineering	33,175.95
Utility Audit Expense	58.65
Equal Opportunity Program Expense	211.32
TOTAL PROJECT COST	$296,950.18

Federal Funds Collected:

Preliminary Engineering (TOPICS)	$ 5,700.00
Construction (TOPICS)	175,989.77
Construction (Urban)	48,478.69
TOTAL	$230,168.46

Non-Participating Items:

Preliminary Engineering	$ 1,363.77
Payment to Contractor	1,673.15
Construction Engineering	8,024.74
Utility Audit Expense	3.25
TOTAL	$ 11,064.91

City Share of Project Cost:

$296,950.18 - ($230,168.46 + $11,064.91) = $ 55,716.81

$\frac{55,716.81}{2}$ + 11,064.91 = $ 38,923.31

Reference: **Billing Form** cc 1770

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-M-5025(23) PORTLAND

VOUCHER PERIOD: FROM 4-2-75 TO 5-17-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. $10,319.00	$ 8,955.23	63.65%	$ 5,700.00	$ 5,700.00	$ 0.00	
Topics 227,048.33	220,428.08	79.84%	175,989.77	$175,989.77	0.00	
Urban 59,390.24	56,501.97	85.80%	48,478.69	48,478.69	0.00	
$296,757.57	$285,885.27		$230,168.46	$230,168.46	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Park Ave-N.W.2nd Ave(Portland)Section					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 8,955.23	
	Total Preliminary Engineering Cost				$ 8,955.23	
	Construction					
	Type Code 7201					
	Roadway(Sta.3+04 to Sta. 20+95)(Contract #8215)					
	Final Contract Payment Summary	Lump Sum			$122,718.04	
SFO	#1 Work by Portland Bureau of Water Wks	Lump Sum			2,405.00	
SFO	#2 Repair Bridge Lighting Circuit	All Required			639.07	
			Subtotal		$125,762.11	
	Type Code Y031					
	Traffic Signals(Sta.3+04 to Sta. 20+95)					
	Final Contract Payment Summary	Lump Sum			$125,750.00	
			Subtotal		$125,750.00	
	Total Construction Cost				$251,512.11	
	Construction Engineering					
	State	All Required			$ 25,151.21	
	Roadway 12,576.21					
	Traffic Signals 12,575.00					
	Total Construction Engineering Cost				$ 25,151.21	
	Miscellaneous Project Costs					
	Utility Audit Expense	All Required			$ 55.40	
	Equal Opportunity Program Expense	All Required			211.32	
	Roadway 161.06					
	Traffic Signals 105.66					
	Total Miscellaneous Project Cost				$ 266.72	
	Total Participating Cost				$285,885.27	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$ 1,673.15	
	Construction Engineering	All Required			7,835.38	
	Preliminary Engineering	All Required			1,363.77	
	Roadway 5,590.84					
	Traffic Signals					
	3,917.69					
	P.E. 1,363.77					
	Total Nonparticipating Cost				$ 10,872.30	
			Total Cost		$296,757.57	
	Prepared based on cost shown on Federal Billing as of 8-25-77					
	Utility Audit Expense				3.25	
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

GPO 914-021

```
      026   0612    923    00 P 1                                              102.87    74
      026   0612    923    00 N 1                                        [illegible]CR   74
                    TOT    P1                               1,355.95CR       8,965.23
                    TOT    N1                               1,355.95         1,353.77
                 ** JOB TOTALS **                **                 **      10,319.00  **

N 2ND AVE    CONT NO 8215 * FA PROJ NOS T M 525023  84 M T 525023  16                 STATE
      026   0614    201    00 P 1                                           197,230.30   75
      026   0614    201    00 P 2                                            51,[illegible].74   76
      026   0614    201    00 N 1                                             1,623.15   75
      026   0614    204    00 N 1                                                  .01   75
      026   0614    204    00 N 2                                                  .01CR 75
      026   0614    277    02 P 1                                           [illegible]  75
      026   0614    277    02 P 2                                           [illegible]  75
      026   0614    279    01 P 1                                             2,[illegible].00   75
      026   0614    29[illegible]    00 N 9                  5,[illegible]CR    [illegible]CR   75
      026   0614    293    00 N 9                           5,[illegible].46   [illegible].46   75
      026   0614    299    00 N 9                                            2[illegible],1[illegible].00   75
      026   0614    900    00 P 1                           6,1[illegible].51CR   1[illegible].[illegible]   75
      026   0614    900    00 P 2                             1[illegible]   [illegible].75   75
      026   0614    900    00 N 1                           3,9[illegible].62     5,0[illegible].03   75
      026   0614    900    00 N 2          14.80            2,790.9[illegible]    2,[illegible].71   75
      026   0614    915    00 P 1                                              [illegible].43   75
      026   0614    915    00 N 1                              2.73                  2.7[illegible]   77
      026   0614    915    00 N 2                               .[illegible]                [illegible]   77
      026   0614    9[illegible]    00 P 1                                            1,[illegible].44   75
      026   0614    9[illegible]    00 P 2                                              2[illegible].41   75
      026   0614    9[illegible]5    00 P 1                                              1[illegible].[illegible]   75
      026   0614    9[illegible]5    00 P 2                                               33.[illegible]   75
                    TOT    P1                               6,102.51CR     220,413.07
                    TOT    P2                               [illegible]    [illegible].97
                    TOT    N1                               3,[illegible]3.3[illegible]     6,[illegible]3.92
                    TOT    N2              14.80            2,741.46         2,947.22
                 ** JOB TOTALS **          14.80  **          710.16  **   2[illegible],631.18  **

STREETS)     CONT NO          FA PROJ NOS T   5[illegible]003 100                             STATE
      027   0603    296    00 N 9         142.90CR            142.90CR       7,491.90CR   75
```

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                                   TOT      N1                                         410,953.65            410,953.65
                                 ** JOB TOTALS **                              **      410,953.65  **        410,953.65  **

                                                                                                               STATE
19TH AVE          CONT NO            FA PROJ NOS T   525023 100                                     5,700.00CR    74     75
                  026     0612       296       00 N 9


COST SUMMARY                                                            OCTOBER 1977          PAGE    9

                                                                          FISCAL             GRAND TOTAL      ACTIVE YRS
 OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE          BEG    END
                   026     0612       296      00 N 9                                       5,7[illegible].00          74     74
                   026     0612       900      00 P 1                                             49.21          75     76
                   026     0612       901      00 P 1                                          6,870.12          75     75
                   026     0612       905      00 P 1                   1,355.95CR                75.45          75     77
                   026     0612       905      00 N 1                   1,355.95               1,3[illegible].02          75     77
                   026     0612       911      00 P 1                                            230.43          75     75
                   026     0612       912      00 P 1                                            247.93          75     75
                   026     0612       914      00 P 1                                             62.43          75     75
                   026     0612       915      00 P 1                                             10.56          75     75
                   026     0612       920      00 P 1                                             92.59          75     75
                   026     0612       921      00 P 1                                          1,213.64          75     75
                   026     0612       923      00 P 1                                            102.87          74     75
                   026     0612       923      00 N 1                                        [illegible]CR          74     74
                                      TOT      P1                       1,355.95CR             8,955.23✓
                                      TOT      N1                       1,355.95               1,363.77✓
                                   ** JOB TOTALS **               **                  **      10,319.00  **

                                                                                                               STATE
2ND AVE           CONT NO 8215 * FA PROJ NOS T M 525023  84 M T 525023  16
                   026     0614       201      00 P 1                                        197,239.30          75     77
                   026     0614       201      00 P 2                                         51,228.74          76     76
                   026     0614       201      00 N 1                                          1,673.15          75     75
                   026     0614       204      00 N 1                                               .01          75     77
                   026     0614       204      00 N 2                                               .01CR        75     77
                   026     0614       277      02 P 1                                            536.82          75     75
                   026     0614       277      02 P 2                                            102.25          75     75
```

FINALED FA PROJECTS

FAP No.	Cntr. No.	Prefix	Description	FA Funds	Date
RRP-573(2)	—	VARIOUS	SPRR X'ING AT IVY ST. (CANBY) CLACKAMAS CO.	48,583.99	NOV. 14, 77
RRP-5028(5)	—	VARIOUS	SPRR X'ING AT MADRONA AVE. (SALEM) MARION CO.	30,222.24	"
HHS-13(1)	—	VARIOUS	CRATER LAKE HWY AT MP 7.37 JACKSON CO.	29,592.19	"
HHS-15-100(4)	—	VARIOUS	ROGUE RIVER SIGNING PROJ. #1 JACKSON CO.	754.96	"
HHS-49(8)	—	VARIOUS	COTTONWOOD CANYON (MP 17) SEC. GILLIAM CO.	42,481.45	"
HHS-220(18)	—	VARIOUS	CHURCH ST. JCT (IDANHA) SEC. MARION CO.	11,194.11	"
HHS-213(23)	—	104-1919	OLNEY CUTOFF ROAD SEC. CLATSOP CO.	37,681.28	"
SRS-000S(3)	—	VARIOUS	EUGENE RR XING SIGNAL PROJ. LANE CO.	311,253.10	"
SRS-000S(6)	—	VARIOUS	CANBY RRXING SIGNAL PROJ. CLACKAMAS CO.	137,600.63	"
SRS-000S(19)	—	VARIOUS	LAKE OSWEGO SIGNING PROJ. CLACKAMAS CO.	9.993.42	"
SRS-000S(20)	—	VARIOUS	UMATILLA CITY SIGNING PROJ. UMATILLA CO.	4.429.37	"
SRS-000S(29)	—	VARIOUS	SPRR X'ING AT EHRMAN WAY JACKSON CO.	52,254.69	"
SRS-000S(31)	—	VARIOUS	MARION COUNTY GUARDRAIL PROJ. MARION CO.	22,067.11	"
SRS-000S(35)	—	VARIOUS	MILTON-FREEWATER SIGNING PROJ. UMATILLA CO.	7.214.41	"
SRS-000S(40)	—	VARIOUS	COUNTY RD. AT SPRUCE ST. (MYRTLE PT.) COOS CO.	3,177.57	"
SRS-000S(46)	—	VARIOUS	MOLALLA SIGNING PROJ. CLACKAMAS CO.	2,049.97	"
SRS-000S(48)	—	VARIOUS	MEDFORD SIGNING PROJ. JACKSON CO.	6,611.57	"
SRS-000S(60)	—	VARIOUS	SPRR XING AT GARDEN RD. CLACKAMAS CO.	34,462.96	"
SRS-000S(83)	—	VARIOUS	KLAMATH FALLS SIGNING PROJ. #2 KLAMATH CO.	3,602.15	"

FINALED FA· PROJECTS

FAP No.	Cntr. No.	Prefix	Description	FA Funds	Date
SRS-000S(85)	—	VARIOUS	BANDON SIGNING PROJ. COOS CO.	2596.73	11-14-77
SRS-000S(87)	—	VARIOUS	ROGUE RIVER SIGNING PROJ. #2 JACKSON CO.	1973.24	"
SRS-000S(102)	—	VARIOUS	FLORENCE SIGNING PROJ. LANE CO.	2968.61	"
I-5-4(74) 204 PF	7902	622-1049	HALSEY INTCHGE-LANE CO. LINE LINN CO.	169,016.54	"
I-5-5(40) 284	7128	603-1099	WILSONVILLE INTCHGE-HUBBARD INTCHGE SEC.-CLACKAMAS CO.	4,743,118.39	"
FM-5025(23)	8215	26-0614	N.W. PARK AVE.-N.W. 2ND AVE. (PORTLAND) SEC.-MULTNOMAH CO.	230,168.46	"
HHS-000S(23)	—	VARIOUS	KLAMATH FALLS SIGNING PROJ. #1 KLAMATH CO.	1763.24	"
CAF-0008(6)		37-0802	STATEWIDE INVENTORY OF OUTDOOR ADVERTISING SIGNS IN INCORPORATED CITIES.	25,065.53	"

8215

STATE COPY

8

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-209
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-27-77

Form Approved; O M B No. 04-R2089

State	Oregon
County	Multnomah
Project Number	T-M-5025 (23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **Jaunary 22, 19 73**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$289,599.00	$ 292.074.00
Federal funds	181,689.77 topic $ 43,410.23 U. sys.	181,689.77 topic $ 48,500.00 U. sys.
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering and increase federal aid pro-rate on Urban system funds to 85.5%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

for State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, September 22, 1977

Federal Aid Project
T-M-5025 (23)

N.W. PARK AVE.- N.W. 2ND AVE. PORTLAND SECTION
W. BURNSIDE ST.
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering Total same as previous estimate of April 14, 1976		$9,000.00
Type Code 7201 Roadway (Sta 3+04 to Sta. 20+95) Total same as previous estimate of April 14, 1976		$142,274.00
Type Code Y031 Traffic Signals (sta. 3+04 to sta 20+95) Subtotal on previous estimate of April 14, 1976		$125,750.00
	Engineering	15,050.00
	TOTAL	$140,800.00

Length of Project - - - - - - - - - -- 0.339 mile

SUMMARY OF FUNDS

Description	Total Cost	Pro Rate	Federal Funds	State Funds	City Funds
P.E. (topics funds)	$ 9,000.00	(63.56)	$ 5,700.00	$ 1,650.00	$ 1,650.00
Roadway (topics funds)	142,274.00	(78.2)	111,258.26	15,507.87	15,507.87
Signals (topics funds)	82,776.90	(78.2)	64,731.51	9,022.69	9,022.70
Signals (Urban System)	58,023.10	(85.8)	48,500.00	4,761.55	4,761.55
TOTAL	$292,074.00		$230,189.77	$30,942.11	$30,942.12

Topic Funds - - - - - - -	$234,050.90	$181,689.77
Urban Systems Funds - - -	58,023.10	48,500.00
TOTAL	$292,074.00	$230,189.77

Group	1	84%	
Group	2	16%	
Prefixs		26-0612	PE
		26-0614	Contract
Contract No.		8215	

8215

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-147-4-148 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-20 76	orm Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number T-M-5025(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 22, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 272,966.00	$ 289,599.00
Federal funds	180,368.42 Topics $ 31,726.00 U.S.	181,689.77 Topics $ 43,410.23 U. System
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items and increase topics funds to amount available to city of Portland.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of April, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. T. Schroeder
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 14, 1976

Federal-aid Project
No. T-M-5025(23)

N.W. Park Ave.-N.W. 2nd Ave. (Portland) Section
W. Burnside Street in Multnomah County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00
	Total		$ 9,000.00

Type Code 7201
Roadway (Sta. 3+04 to Sta. 20+95)

Mobilization	All Required		$ 26,730.00
Temporary Protection and Direction of Traffic	All Required		1,674.00
*Temporary Signs	307 sq.ft.	12.50	3,837.50
Temporary Barricades	48 only	93.50	4,488.00
Flagmen	240 hours	9.00	2,160.00
Removal of Structures and Obstructions	All Required		5,250.00
Furnishing and Placing Topsoil	660 cu.yds.	5.25	3,465.00
Class "C" Asphalt Concrete	1,250 tons	17.85	22,312.50
Asphalt in Tack Coat	4 tons	210.00	840.00
*Concrete Walks	202 sq.yds.	21.00	4,242.00
Concrete Curbs	35 cu.yds.	263.00	9,205.00
Concrete Islands	30 cu.yds.	89.00	2,670.00
Curb Ramps	23 only	237.00	5,451.00
Adjusting Manholes	19 only	236.00	4,484.00

Landscaping

Furnishing and Planting Trees	89 only	106.00	9,434.00
Furnishing and Planting Vines	5,600 only	0.32	1,792.00
Bark Mulch	10 units	57.50	575.00
Mushroom Compost	80 cu.yds.	6.55	524.00
Brick Pavers	55 only	46.00	2,530.00
Irrigation System	All Required		3,150.00
			$114,814.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Stage Construction Striping	All Required	500.00
PA 1 Furnish & Install 1-1/2-inch Conduit	Lump Sum	3,440.00

PA 2 Remove & Reconstruct Curb & Sidewalks	85 sq.yds.	35.65	3,030.25
EWO 3 Construct Curb Ramps	All Required		4,151.65
SFO 1 Furnish & Install Water Service & Meter	All Required		2,405.00
			$ 14,526.90
	Subtotal		$129,340.90
	Engineering		12,933.10
	Total		$142,274.00

* Change in Quantities

Type Code Y031
Traffic Signals (Sta. 3+04 to Sta. 20+95)

Traffic Signal Installation, Complete	All Required	$125,750.00
	Subtotal	$125,750.00
	Engineering	12,575.00
	Total	$138,325.00

Length of Project - - - - - - - 0.339 Mile

SUMMARY OF FUNDS

Description	Total Cost	(Pro Rata)	Fed. Funds	State Funds	City Funds
P.E. (TOPIC Fund)	$ 9,000.00	(63.56)	$ 5,700.00	$ 1,650.00	$ 1,650.00
Roadway	142,274.00	(78.19)	111,244.00	15,550.00	15,550.00
Signals	138,325.00	(78.19)	108,156.00	15,084.50	15,084.50
Total	$289,599.00		$225,100.00	$32,284.50	$32,284.50

	Total Cost	Fed. Funds
TOPIC Funds	$234,080.00	$181,689.77
Urban System Funds	55,519.00	43,410.23
Total	$289,599.00	$225,100.00

Group 1	84%
Group 2	16%
Prefix:	26-0612 P.E. 26-0614 Const.
Contract No.	8215

MONTHLY TRANSACTION NUMBER 6-230 & 6-231	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 1	*(PPM 21-7)*	PROJECT NUMBER T-M-5025(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 22, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 272,966.00
Federal Funds	$ 3,700	$ 212,094.42

Other revisions

	Total Cost	Federal Funds
TOPIC Funds	$232,390	$180,368.42
Urban System Funds	40,576	31,726.00
Total	$272,966	$212,094.42

This modification is made for the following reasons:

Letting of Contract

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30 day of June, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. S. Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
For G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, June 27, 1975

Federal-aid Project
No. T-5025(23)

N.W. PARK AVE.-N.W. 2ND AVE. (PORTLAND) SECTION
W. BURNSIDE STREET IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00
	Total		$ 9,000.00

Type Code 7201
Roadway (Sta. 3+04 to Sta. 20+95)

Mobilization	All Required		$ 26,730.00
Temporary Protection and Direction of Traffic	All Required		1,674.00
Temporary Signs	210 sq.ft.	12.50	2,625.00
Temporary Barricades	48 only	93.50	4,488.00
Flagmen	240 hour	9.00	2,160.00
Removal of Structures and Obstructions	All Required		5,250.00
Furnishing and Placing Topsoil	660 cu.yd.	5.25	3,465.00
Class "C" Asphalt Concrete	1,250 ton	17.85	22,312.50
Asphalt in Tack Coat	4 ton	210.00	840.00
Concrete Walks	160 sq.yd.	21.00	3,360.00
Concrete Curbs	35 cu.yd.	263.00	9,205.00
Concrete Islands	30 cu.yd.	89.00	2,670.00
Curb Ramps	23 only	237.00	5,451.00
Adjusting Manholes	19 only	236.00	4,484.00
Landscaping			
Furnishing and Planting Trees	89 only	106.00	9,434.00
Furnishing and Planting Vines	5,600 only	0.32	1,792.00
Bark Mulch	10 unit	57.50	575.00
Mushroom Compost	80 cu.yd.	6.55	524.00
Brick Pavers	55 only	46.00	2,530.00
Irrigation System	All Required		3,150.00
			$112,719.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Stage Construction Striping	All Required	500.00
		$ 1,500.00

Subtotal	$114,219.50
Engineering	11,421.50
Total	$125,641.00

Type Code Y031
Traffic Signals (Sta. 3+04 to Sta. 20+95)

Traffic Signal Installation, Complete	All Required	$125,750.00
	Subtotal	$125,750.00
	Engineering	12,575.00
	Total	$138,325.00

Length of Project - - - - - 0.339 mile

Retain in Program Status

Install Water Meters	All Required	$ 2,200.00
	Subtotal	$ 2,200.00
	Engineering	220.00
	Total	$ 2,420.00

SUMMARY OF FUNDS

Description	Total Cost	(Pro Rata)	Fed. Funds	State Funds	City Funds
P.E. (TOPIC Fund)	$ 9,000.00	(63.56)	$ 5,700.00	$ 1,650.00	$ 1,650.00
Roadway	125,641.00	(78.19)	98,238.42	13,701.50	13,701.50
Signals	138,325.00	(78.19)	108,156.00	15,084.50	15,084.50
Subtotal	$272,966.00		$212,094.42	$30,436.00	$30,436.00
Retained in Program	2,420.00	(78.19)	1,892.00	264.00	264.00
Total	$275,386.00		$213,986.42	$30,700.00	$30,700.00

	Total Cost	Fed. Funds
TOPIC Funds	$232,390.00	$180,368.42
Urban System Funds	$ 40,576.00	$ 31,726.00
Retained in Program	2,420.00	1,892.00
Subtotal	$ 42,996.00	$ 33,618.00
Total	$275,386.00	$213,986.42

Group 1 - 100%

Prefix: 26-0612 P.E.
26-0614 Const.

Contract No.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 1-66	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE **Oregon**
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-20-73	COUNTY **Multnomah** PROJECT NO. **T-5025(23)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 N.W. 2nd Ave. to N.W. 19th Ave. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-10-73	0.52
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS **Pro Rata 63.56%**

ESTIMATED TOTAL COST OF PROJECT $ 6,000	FEDERAL FUNDS $ 3,700

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By A. J. Schneider
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
for **G. L. Green** (Division Engineer)

Date executed by Division Engineer [illegible]

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. T-5025(23)

N.W. 2ND AVE.-N.W. 19TH AVE. (W. BURNSIDE ST., PORTLAND) SECTION

CITY STREET IN MULTNOMAH COUNTY

Salem, Oregon, January 15, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 500.00
Preliminary Engineering (City of Portland Forces)	All Required	5,500.00
		$6,000.00

Length of Project - - - 0.52 Mile

Federal Funds -	$3,700.00
State Funds -	1,150.00
City Funds- -	1,150.00
Total	$6,000.00

Group 1 - 100%

Prefix 26-0612

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

5-17-77

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE

Oregon

PAID BY

(For use of Paying Office)

FEDERAL AID PROJECT NO.

T-M-5025(23)

VOUCHER PERIOD: FROM 4-2-75 TO 5-17-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. $10,319.00	$ 8,955.23	63.68%	$ 5,700.00	$ 5,700.00	$ 0.00	
Topics 227,048.33	220,428.08	79.84%	175,989.77	$175,989.77	0.00	
Urban 59,390.24	56,801.97	85.80%	48,478.69	48,478.69	0.00	
$296,757.57	$285,835.27		$230,168.46	$230,168.46	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Park Ave-N.W. 2nd Ave (Portland) Section					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 8,955.23	
	Total Preliminary Engineering Cost				$ 8,955.23	
	Construction					
	Type Code 7201					
	Roadway (Sta. 3+04 to Sta. 20+95) (Contract #8215)					
	Final Contract Payment Summary	Lump Sum			$122,718.04	
SFO	#1 Work by Portland Bureau of Water Wks	Lump Sum			2,405.00	
SFO	#2 Repair Bridge Lighting Circuit	All Required			639.07	
				Subtotal	$125,762.11	
	Type Code Y031					
	Traffic Signals (Sta. 3+04 to Sta. 20+95)					
	Final Contract Payment Summary	Lump Sum			$125,750.00	
				Subtotal	$125,750.00	
	Total Construction Cost				$251,512.11	
	Construction Engineering					
	State	All Required			$ 25,151.21	
	Roadway 12,576.21					
	Traffic Signals 12,575.00					
	Total Construction Engineering Cost				$ 25,151.21	
	Miscellaneous Project Costs					
	Utility Audit Expense	All Required			$ 55.40	
	Equal Opportunity Program Expense	All Required			211.32	
	Roadway 161.06					
	Traffic Signals 105.66					
	Total Miscellaneous Project Cost				$ 266.72	
	Total Participating Cost				$285,885.27	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$ 1,673.15	
	Construction Engineering	All Required			7,835.38	
	Preliminary Engineering	All Required			1,363.77	
	Roadway 5,590.84					
	Traffic Signals 3,917.69					
	P.E. 1,363.77					
	Total Nonparticipating Cost				$ 10,872.30	
			Total Cost		$296,757.57	
	Prepared based on cost shown on Federal Billing as of 8-25-77					
	AMOUNT CARRIED FORWARD.					

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

WARRANT NUMBER JV 69837

PAYEE

McCoy Electric Co., Inc.
2002 S.E. Clinton St.
Portland, OR 97202

CONTRACT NO. 8215

ESTIMATE NO. 12 final

VOUCHER DATE 4-18-77

PERIOD COVERED to 5-05-76

TOTAL AMOUNT $ 0

APPROVED

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________

(IF FIRM OR CORP., STATE CAPACITY) ______________________________ certify that I am ______________________________ that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	
HIGHWAY COUNTY	MULTNOMAH
HIGHWAY	F?U 00 (BURNSIDE ST)
SECTION	NW PARK AVE-NW ?ND AVE (PORTLAND)
CONTRACT NO.	8215
ESTIMATE NO.	12
FEDERAL AID PROJECT NO.	T 5 25023
PREFIX NO'S.	

MAILED 4/19/77

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P MOBILIZATION	LUMP SUM	26730.0000	100.000	26730.00	26730.00	
002	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1674.0000	100.000	1674.00	1674.00	
003	1P TEMPORARY SIGNS	SQ FT	12.5000	307.000	3837.50	3837.50	
004	1P TEMPORARY BARRICADES	ONLY	93.5000	52.000	4862.00	4862.00	
005	1P FLAGMEN	HOUR	[illegible].0000	2[illegible].000	225.00	225.00	
006	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5250.0000	100.000	5250.00	5250.00	
007	1P FURNISHING AND PLACING TOPSOIL	CU YD	5.2500	623.000	3270.75	3270.75	
008	1P CLASS C ASPHALT CONCRETE	TON	17.8500	1,284.27	22924.22	22924.22	
009	1P ASPHALT IN TACK COAT	TON	217.0000	1.545	334.55	334.55	
010	1P CONCRETE ...L..	SQ YDS	21.0000	200.000	4212.60	4212.60	
011	1P CONCRETE CURB	CU YD	263.0000	32.800	8626.40	8625.40	
012	1P CONCRETE ...NGS	CU YD	39.0000	26.600	2545.40	2545.40	
013	1P CURB RAMPS	ONLY	237.0000	23.000	5451.00	5451.00	
014	1P ?D [illegible] MANHOLES	ONLY	236.0000	19.000	4484.00	4484.00	
015	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	125750.0000	100.000	125750.00	125750.00	
016	1P FURNISHING AND PLANTING TREES PG 3	ONLY	95.4000	87.000	8299.80	8299.80	
016A	1P FURN PLANT TREES ESTAB PERIOD WORK	ONLY	10.6000	87.000	922.20	922.20	
017	1P FURNISHING AND PLANTING VINES	ONLY	.2880	5,450.000	1569.60	1569.60	
017A	1P FURN PLANT VINES ESTAB PERIOD WORK	UNIT	.0320	5,450.000	174.40	174.40	
018	1P [illegible] MULCH	CU YD	57.5000	10.000	575.00	575.00	
019	1P MUSHROOM COMPOST	ONLY	6.5500	80.000	529.24	524.24	
020	1P BRICK PAVERS	ONLY	46.0000	53.000	2438.00	2438.00	
021	1P IRRIGATION SYSTEM	LUMP SUM	3150.0000	100.000	3150.00	3150.00	
	PRICE AGREEMENT ITEMS						
30101	1P FURN & INSTALL 1 1/2 IN RIGID CONDUIT	LUMP SUM	3440.0000	100.000	3440.00	3440.00	
30201	1P REMOVE & RECONST CURB & SIDEWALK	SQ YD	35.6500	83.71	2984.26	2984.26	
30301	1P FURN BAREROOT NORWAY MAPLE BI 15	ONLY	13.1000-	34.000	445.40-	445.40-	
30302	1P FURN BAREROOT ?CAN RED MAPLE BI 15	ONLY	[illegible]	53.000	307.40-	307.40-	
30401	1P PENALTY NON-SPEC CL C AC AGGR	LUMP SUM	243.3000-	100.000	243.30-	243.30-	

DATE 04 15 77 VO. 31 8215

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS			
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT			
TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1820

COUNTY		CONTRACT NO. 8215	ESTIMATE NO. 12
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	FORCE ACCOUNT ITEM						
802	IN REMOVE ISLAND NOSE CONST POLE BASE				1673.15	"N" 1673.15	
803	IP CONST CURB RAMPS				4281.18	4281.18	
804	IP STAKE UP PLATER TREES & TRIM BRICKS					922.64	922.64-
805	IP RELAY BRICKS IN SIDEWALK PLANTER.				922.64		922.64

Identification	Type Code	"P" Constr. Cost	"N" Constr. Cost	Total Cost
Roadway	7201	$ 122,718.04	$ 1,673.15	$ 124,391.19
Tr. Signals	Y031	125,750.00		125,750.00
	Total	$ 248,468.04	$ 1,673.15	$ 250,141.19

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 04 15 77 [illegible] 02 8215	TOTAL CONTRACT ITEMS	243264.22	243264.22	
PREVIOUS VOUCHER NO. 35860	% RETAINED ON CONTRACT ITEMS			
CHECKED BY: PGO/kf	FORCE ACCOUNT	6876.97	6876.97	
ENGINEER OR AUDITOR J. Howard	TOTAL PAYMENTS	250,141.19	250,141.19	

☆U.S. GOVERNMENT PRINTING OFFICE: 1974--752-028

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-13-77	REPORT MADE BY C. T. Christianson, Area Engr.		PROJECT NO. T-5025(23)
COMPLETION DATE 5-15-76	ACCEPTANCE DATE BY CONTRACT AGENCY 4-19-77	TIME ELAPSED 99 %	CONTRACT TIME 280 C.D.
APPROVED EXTENSIONS None	LOCATION Burnside St. (FAU 0068) between N.W. Park and N.W. 2nd - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.W. PARK AVE.-N.W. 2nd AVE.
BURNSIDE ST.

The purpose of this project was to improve the street surface, provide median left turn channelization, install new traffic signals and perform appropriate landscaping. The final contract cost was $236,818.94 representing a negligible underrun.

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
Cy [illegible]

COPY SENT
MAY

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 5-16-77	TITLE District Engineer	DATE 5-17-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8215(26)

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD — *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE Oregon	COUNTY Multnomah		FEDERAL PROJECT NO. T-5025(23)		URBAN XX RURAL
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		7201 Y031		July 23, 1975
20	FINAL CONSTRUCTION COST	DOL.	253,835		DATE COMPLETED May 5, 1976
21	LENGTH OF PROJECT	MILES	.339		TOTAL NO. BRIDGES --

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 6,348	GROSS EARNINGS 69,590

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	199,208	
	9	PETROLEUM PRODUCTS	GAL.	931	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON	1,470	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSE. BD. FT.	2,894	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	3,696	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.	319	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	14	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	5	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR 47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with [illegible] funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be [illegible] contract [illegible] data for two or more contracts [illegible] may be combined when such contracts [illegible] In case of a combination [illegible] starting date and the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OF STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6, CH 4, SEC. 1; SUB. SEC 9).

"Final Construction Cost" [illegible] best estimate [illegible] costs [illegible] contractor and State-furnished material.

"Length of Project" [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, [illegible] and grease for equipment and trucks. For conversion [illegible] pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 - [illegible] number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units [illegible]

Item 12 - [illegible] bituminous paving mixtures [illegible] condition ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and [illegible] pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible] bridge rail.*

Item 22 - [illegible] cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, [illegible] signing and lighting and the cost of any materials and supplies not specifically listed herein. Costs of equipment [illegible] and the cost of operating the equipment, [illegible] lubricants, should not be included in this item. [illegible] equipment such as jackhammers, handtools, repair parts, [illegible] considered to be supplies. Costs of such items [illegible] should not be included. The amount reflected [illegible] produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, [illegible] loading and hauling. Wages and man hours for aggregates [illegible] of course, be included with item 30.

Item 23 - [illegible] amount for all types of signs including [illegible] supports [illegible] Do not include traffic signals.*

Item 24 - Report total contract amount for highway and bridge lighting [illegible] conduits, standards, wiring, switches, luminaires, [illegible] Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum [illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man hours worked by, and earnings of all [illegible] employees on the project including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete, and lumber [illegible] with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating [illegible] quantities from total [illegible]

April 21, 1977

Wells-Reed-Wood-West Co.
415 Morgan Bldg.
720 S.W. Washington
Portland, OR 97205

Gentlemen:

Contract No. 8215 awarded to McCoy Electric Co., Inc. for work on the N.W. Park Avenue-N.W. 2nd Avenue (Portland) Section of FAU 0068 (Burnside Street) in Multnomah County was completed on May 5, 1976 and accepted by the State Highway Engineer on April 19, 1977.

The total contract amount is $250,141.19 including $6,876.97 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc McCoy Electric Co., Inc.
2002 S.E. Clinton St.
Portland, OR 97202

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

Port. Ave

NARRATIVE REPORT

NW Park Ave. - NW 2nd Ave.

Contract No. 8215

Jeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 22 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring Up
Other

JOB PROGRESS The contract was awarded June 19, '75 and work started June 23, with continuous activity through January 31. The work area was provided and the traffic handled as shown on the Temporary Protection and Direction sheet. This plan was adequate and required only minor revisions at the east end of the project. Excavations through the existing pavement for conduit, mast arm foundations and tree planters presented the major problem to the contractor. Pavement thickness varied from 8 inches to 2 feet and was broken with a drop hammer type pavement breaker. Pavement in conduit trenches was replaced using an 8 sack, calcium chloride concrete mix which gave rapid early strength and permitted traffic on it the same day as the pour. Completion of the curbs, islands and other concrete work allowed paving the overlay in Mid November. This was followed by erection of the signal equipment and landscaping with completion of all major work by January 31. The controllers were due on the job January 1; they arrived and were installed the last week in February which was followed by a month of continual trouble and would not allow removal of the old controllers. With these problems solved the remaining old equipment was removed and the job completed by the first week in May.

STATE - CITY RELATIONS This job was prepared by the City of Portland Traffic Department who will maintain it after completion. Mike Bauer of the City Traffic Dept. was their representative. Approval of materials and job problems were directed through him and he contacted the various departments involved. This worked very well and I would recommend it for any future jobs of similar nature.

PAVING Because of the flat gradient on Burnside St. we had some concern about maintaining drainage with the new overlay. It was decided to run a profile at each lane line or a six line profile to provide control. This also gave good control for adjusting the numerous manholes ahead of the paving. Overlay thickness varied from one to three inches and patching to eliminate water puddles was limited to two small areas. Paving was done on November 19 and 20 in relatively mild dry weather. We have seen little raveling which might be expected for this time of the year.

On the north side in the blocks between 4th and 6th there were two low areas in the gutter and sidewalk. The new paving profile would have eliminated the curb exposure so the sidewalk was removed and repoured (P.A. #2). In removing the sidewalk an extensive void was found under the existing pavement at both locations and the City was notified of the problem. We hope they will make repairs in the near future as it is doubtful the new grade can be maintained as-is.

TRAFFIC SIGNAL INSTALLATION No problems or changes except for the delay in the delivery of the controllers already mentioned.

LANDSCAPING In the center island planter the plans show the pavement removed in the tree holes and it broken at 15 ft. spacing to provide drainage. Breaking the pavement for drainage was difficult and because of the clay type soil in some areas the results were doubtful. We believe more positive drainage would have been obtained with a longitudinal ditch backfilled with granular material or weep holes through the curb and sand backfill in the immediate area behind the curb.

The landscaper had some difficulty locating the specified Scanlon Red Maple and the Cavalier Norway Maple. Handy Nursery was the only available source; the Red Maple did not have the specified caliper and they would furnish only bare-rooted trees. This resulted in the price agreement crediting for the cost of balling and burlaping. It would be helpful if the person preparing the plans, in this case the City, could furnish the Resident a list of Nurseries where the plant materials they anticipate using are available.

The Scanlon Red Maple was planted and staked as shown on the plans. Shortly after planting, several of the trees were broken by pedestrians partly due to the low attachment of the staking. This was followed by restaking with 8'-0 2x2's (EWO #4) attached just below the limbing point. This appears to have solved the problem.

The brick pavers in the sidewalk planters presented a problem. The City Forester requested a ½ inch joint (sand) between the bricks to allow fertilizing with a probe. This was found to leave the bricks unstable under foot traffic and they could be easily removed from the planter. In a several month period a number of bricks were missing and one found its way through a window of an adjoining business. The City studied the problem and requested relaying with tight joints. The opening around the trees was made larger and the bricks were wedged against the sidewalk cut with a 2x2 wood ring.

After planting the ivy, City of Portland Parks personnel were seen spreading a chemical fertilizer or weed killer. The ivy does not look good and because of this outside help the landscaper does not feel bound to his establishment period. In the future we intend to make an effort to formally notify outside parties to stay away until the end of this period.

WHEELCHAIR OR BIKE RAMPS On the south side of Burnside between 8th and broadway is a vaulted sidewalk in which the plans show two curb ramps. During sawcutting it was discovered that the building basement extended to the curb line. The City designed a reinforced slab which was modified by this office with a stay-in-place metal form. Work was done (EWO #3) for a total cost of $4,150.

J. D. Howard
John D. Howard
Resident Engineer

May 12, 1976

215 1

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NW Park Ave. - NW 2nd Ave.

WEEK ENDING: May 8, 1976

SECTION PREFIX: 26-0614

HIGHWAY: FAU 0068

COUNTY: Multnomah

NAME OF JOB: NW Park - NW 2nd Ave.

KIND OF WORK: Grading, Paving, Traffic Signals & Landscaping

CONTRACTOR: McCoy Electric Company

CONTRACT NUMBER: 8215

FEDERAL AID PROJECT NUMBER: T-5025(23)

DATE OF CONTRACT: 6-19-75

DATE WORK STARTED: 7-23-75

ESTIMATED COMPLETION DATE: ~~3-27-76~~

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 278

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 274,862.39

EXCLUSIVE OF ENGINEERING: $ 253,067.13

ENGINEERING AUTHORIZATION: $ 21,795.26

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 258,000

ENGINEERING COST TO DATE: $ 29,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 2 %

PERCENT OF AUTHORIZATION: 134%

DATE PROJECT WAS COMPLETED: 5-5-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

3/4 ton pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2 ~~25~~	Overcast Rain	1		
MONDAY 3 ~~26~~	Overcast	1		
TUESDAY 4 ~~27~~	Overcast Shwrs	1		
WEDNESDAY 5	Overcast Shwrs	1		Second notification, work complete 5-5-76
THURSDAY 6	Overcast- Sct'd.	0		
FRIDAY 7	Clear	0		
SATURDAY 8	Fcst. Clear	0		

K

RECEIVED
MAY 10 1976
CONSTRUCTION SECTION

Rouming
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity
3 MONDAY	Landscaping: Working on changing brick planters on the North Side of Burnside(FA#5)
4 TUESDAY	Landscaping: Same as Monday; all completed on the north side except 3, where trees have been damaged.
5 WEDNESDAY	Landscaping: Finished up the work on the planters north and south sides of the street.
6 THURSDAY	No activity
7 FRIDAY	No activity
SATURDAY 8	No activity anticipated.

REMARKS

Status: All work complete on this project with exception of a few minor pickup items.

CONCLUDING WEEKLY REPORT

SIGNED J. D. Howard John D. Howard LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY [illegible]ISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 SW 6th Avenue, Room 411
Portland, Oregon 97204

Attention of Mr. John M. Lang, State Highway Coordinator

Request No. (assigned by staff engineer or head of division) CC 1509

Date July 24, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS and Urban System Project M-T-5025(23)
NW 2nd Avenue - NW Park Avenue Section
West Burnside Street
City of Portland

Advance Deposit $31,130.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject project.		
		Contract No. 8215		
		Amount to be transferred		$28,130.00
		To be retained		$ 3,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $31,130.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
26-0614-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved
Division Engineer

Approved
Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

[illegible] R

June 30, 1975

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records are two fully executed copies of a supplemental Urban System Project Agreement covering the N. W. Second Avenue-N. W. Park Avenue Section of West Burnside Street in the City of Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agree. attach.)
fkn/hb

RECEIVED
COUNTY & CITY SECTION
JUN 6 1975
☒ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

Budget Bureau No. 41-R2068; Appr
U.S. DE

MONTHLY TRANSACTION NO. 6-71 & 6-72

DATE SUBMITTED TO W.O. 6-5-75

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2		US 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	28,000	47,000	93	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3	PE Signals, Striping, Landscape								T-M-	5025(23)

CARD	CLASS OF FEDERAL FUNDS ¹		COUNTY NAME		
4	Topics & Urban System		Multnomah		
	NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	Portland	Urban & Primary Type II	TU	0068	2W

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1 or 2)	10	41	42	43-46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 0.35	9,000 291,417	5,700 183,981	1,650(City) 1,650 53,718(City) 53,718	P.E. all traf. sig sections, median, r ings to r lanes & l
										PROJECT TOTAL	0.35	300,417	189,681	110,736	
5					PE ROW CONST		REQUESTED REVISION Stage 2	76	T-M-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 (0.35) 0.35	9,000 (291,417) 223,390	5,700 (227,857) 174,668	1,650(City) 1,650 24,361(City) 24,361	P.E. all traf. sig sections, median, r ings to r lanes & l
										PROJECT TOTAL	0.35	232,390	180,368	52,022	

CARD 7 A form PR-1 or PR-9 has been submitted within the last 7 days Yes ☐ PROJECT WITHDRAWN YES ☐

RECEIVED
COUNTY & CITY SECTION
JUN 6 1975
☒ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UC
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

N NO. 6-71 & 6-72
.O. 6-5-75

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) US 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	28,000	FUTURE 47,000	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 077 W36	ITEM NO. 76

PROPOSED WORK (35 spaces) Striping, Landscape	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) T-M-	NUMBER-AGR. NO. 5025(23)	I PROJECTS ONLY: POST MI.	DESIG.

L FUNDS: Topics & Urban System
COUNTY NAME: Multnomah
CODE: 051
AREA: Portland
F.A. SYSTEM: Urban & Primary Type II
RTE NO.: TU
FEDERAL AID: 0068
STATE: 2W
U.S.: 30

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	291,417	183,981	53,718(City) 53,718	
					PROJECT TOTAL	0.35	300,417	189,681	110,736	
PE ROW CONST		RE-QUESTED REVISION Stage 2	76	T-M-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
						(0.35)	(291,417)	(227,857)		
					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	223,390	174,668	24,361(City) 24,361	
					PROJECT TOTAL	0.35	232,390	180,368	52,022	

-9 has been submitted Yes ☐
PROJECT WITHDRAWN YES ☐

Budget Bureau No. 41-R2068; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

U.S. DEPAR
BURE

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STAT CODE
2	(19) (20)	21 65	ADT		(66) (70)(71) (72)	(74) (75)		(2)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3	28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 23	7

CARD	CLASS OF FEDERAL FUNDS [1]			COUNTY NAME	
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHA PROP
1	(14)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revi-sion Stage 2	37	M-T-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "N.W. 2nd Ave.-N.W. Park Ave. (Portland) Section"	0.35 (0.35) 0.35	(9,000) (291,417) 68,027	(5,700) (227,857) 53,189	7,419(City) 7,419	P.E. all p traf. signa sections, c median, re markings to travel lane
										PROJECT TOTAL	0.35	68,027	53,189	14,838	
5					PE ROW CONST		REQUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ——→ CODE 11	CODE 2	-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
January 10, 1973	DATE May 19, 1975	DATE	DATE JUN 2 1975
OTHER: October 31, 1974	SIGNATURE	SIGNATURE	SIGNATURE Original Signe
	Project Management Engineer	TITLE	TITLE C. R. Burgha Engr. Coord

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) 21 65

ADT

FUTURE (66) (70) YEAR (71) (72) REGION (74) (75) STATE NAME STATE CODE (2) (3) APPN. CODE 4 6 ITEM NO. (14) (15

POSED WORK (35 spaces) 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) SUPV AGCY 69 DA CLASSIF. 70 DA AREA 71 EMERG. YR. 72 73 PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 NUMBER-AGR. NO. 7 13

I PROJECTS ONLY: POST MI. MI. (24) (26) DESIG. 27

FUNDS

COUNTY NAME CODE 14 16

EA

F.A. SYSTEM

RTE NO. FEDERAL AID STATE (32) (36) U.S. (37) (41)

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
PE		Re-quested Revision Stage 2	37	M-T-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	(9,000)	(5,700)		P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
ROW					"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Section"	(0.35)	(291,417)	(227,857)	7,419(City)	
CONST						0.35	68,027	53,189	7,419	
					PROJECT TOTAL	0.35	68,027	53,189	14,838	
PE		RE-QUESTED REVISION								
ROW										
CONST							(16) (23)	(24) (33)		
					PROJECT TOTAL					

9 has been submitted ys. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

into two or more projects. Prepare a form PR-1 for all lting from such action.

VAL:
10, 1973

31, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE May 19, 1975	DATE	DATE JUN 2 1975
SIGNATURE	SIGNATURE	SIGNATURE Original Signed by C. R. Burghardt
Project Management Engineer	TITLE	TITLE Engr. Coord.

er from one class of project to another, or covers joint financing, show both classes of funds involved.

IS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48909-P61

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. T-M-5025(23)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System Funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. This action has been requested by the City of Portland.

COLUMBI
CRAG
LARRY RICE, EXECUTIVE
REGULAR MEMBE
CLACKAMAS
Barlow

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Camas
- Vancouver

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

copy to
Rogers 6-5
Klaboe 6-6

June 3, 1975

Mr. George Baldwin, Director
Oregon Department of Transportation
Highway Building
Salem, OR 97310

Dear George:

At the CRAG Board meeting of May 22, Urban System funding for the West Burnside Street and McEwen Road projects was approved. Enclosed is a certified true copy of the Board resolution regarding these projects.

This notification is forwarded to you so that the projects may be implemented by ODOT.

Sincerely,

Dick Etherington

Richard Etherington
Transportation Director

kt
enclosure

RECEIVED
STATE HWY ENGR
JUN 9 '75
REFER TO Rankin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-11-75

JUN 11 1975

RECEIVED
JUN 5 1975
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
JACK [illegible]

CRAG RESOLUTION

BD 750502

FOR THE PURPOSE OF APPROVING A CITY OF PORTLAND FAUS TOPICS PROJECT AND A WASHINGTON COUNTY FAUS SECTION G PROJECT.

WHEREAS, CRAG is the recognized transportation planning agency for the Portland - Vancouver metropolitan area and as such much approve projects for FAUS monies; and

WHEREAS, the CRAG Transportation Technical Advisory Committeee and CRAG staff have reviewed the City of Portland and Washington Counties projects listed below and found them consistent with the ongoing planning process and plans for the area and recommended their approval to the Board of Directors; now therefore be it

RESOLVED, the Board of Directors of CRAG approve the following listed projects for funding under the FAUS program under Portland's "Fair Share" allocation to the region and under Section G for Washington County in the amounts listed.

The City of Portland - West Burnside Topics Project
original cost estimate $230,000, revised cost estimate $300,000, increase grant $55,000.

Washington County
Railroad grade protection, McEwen Road - $40,000

ADOPTED by the Board of Directors this 22 day of May, 1975.

CERTIFIED TRUE COPY

By______________________________
Larry Rice, Executive Director

5/15/75

Transaction Number 6-51

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 6-2-75
BY (Signature) L. W. Rulien's May 19, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 37 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
37	M-T-5025(23)	0.35	68,027	53,189	NW. 2nd Ave-NW. Park Ave. (Portland) Section Multnomah County State of Oregon	Preliminary Engineering Signals, Striping, and Landscaping

6-2-75

RECEIVED
STATE HWY ENGR
JUN 4 '75
REFER TO

REMARKS (Division)

RECEIVED
JUN 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-2-75	SIGNATURE AND TITLE C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM PR-48
(Rev. 8-71)

Budget Bureau No. 41-R2067; Appro

U.S. DEPA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO. 6-51

DATE SUBMITTED TO W.O. JUN 2 1975

5-19-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	PRESENT 28,000	FUTURE 47,000	YEAR 93	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Signals, Striping, Landscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-T-	NUMBER 5025	SE

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah		CODE 051
	NAME OF URBAN AREA Portland C25	ROUTE NO. U	FEDERAL-AID 0068	STATE 2W	U.S. 30

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43	53	US 30, NW 2nd Ave. to NW Park Ave. (Portland)					
5					PE			0.35	(9,000)	(5,700)		
5					ROW		"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Sec."					
5	30			3	CONST (CODE)	3		(0.35) 0.35	(291,417) 68,027	(227,857) 53,189	 7,419	 7,419 (City)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.35	68,027	53,189	7,419	7,419 (City)

PROGRAM APPROVAL DATES

JUN 2 1975

FHWA OREGON DIVISION

REMARKS

The construction portion of the pro financed using Topics and Urban System funds. Based on money value of which to firm, any additional cost over and above will be financed with Urban System fu

Budget Bureau No. 41-R2067; Approval Expires February 28, 1965

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-51

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-19-75

JUN 2 1975

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30, NW 2nd Ave. to NW Park Ave. (Portland) 21 65		28,000 (66)	47,000 (70)	93 (71) (72)	10	Oregon	41 (2) (3)	W36 (4) (9)	37 (14) (18)

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
Striping, Landscape 62	(63) (65)	(66) (67)	(68)	(70)	(71)	A-6 (72) (73)	(74) (75)	M-T- 14 23	5025 7	(23) 13	(24) (26)	27

PROJECT NUMBER

T. Projects Only

NDS: Urban System

Portland 025

COUNTY NAME: Multnomah CODE 051 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0068 (32)	2W (36)	(37) 30 (41)

PROGRAM STAGE ☐ 1 or ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (76)			
PE		US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	(9,000)	(5,700)			PE all phases, update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes and landscape.
ROW								
CONST (CODE)	3	"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Sec."	(0.35) 0.35	(291,417) 68,027	(227,857) 53,189	7,419	7,419 (City)	ROW - 100' normal; Access control-none; Parking Restrictions-complete.
		PROJECT TOTALS	0.35	68,027 (16) (23)	53,189 (24) (33)	7,419	7,419 (City)	

D BY

APPROVAL DATES

JUN 2 1975

FHWA OREGON DIVISION

REMARKS

The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. M-T-5025(23)

Existing Facility: W. Burnside St. - - 40' to 72' curb-to-curb width, 4 lanes with left turn refuges at some intersections.

Project Data: The proposed work is as follows:

(1) All phases of preliminary engineering.

(2) (a) Update traffic control signals at six intersections, i.e., W. Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.
(b) Construct a raised median on Burnside St. between intersections.
(c) Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave., and four travel lanes between 4th Ave. and 2nd Ave.
(d) Landscape median and sidewalk area.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Location/design hearing held August 15, 1974.
(b) Location/Design - - - Approval granted by FHWA October 31, 1974.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by on June 21, 1974.

Maintenance of Traffic Operations Improvements: A City-State a covering maintenance obligations will be prepared to comply wit 116, Title 23, U.S.C.

Data for PR-37: a. Construction

Topics Funds - - - - - - - - - - - - 78%
Urban System Funds - - - - - - - - - 22%

b. 100 percent of project is on the FAU Syste

Note: This project is in Congressional District No. 1.

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. M-T-5025(23)

ng Facility: W. Burnside St. - - 40' to 72' curb-to-curb width, s with left turn refuges at some intersections.

Data: The proposed work is as follows:

1) All phases of preliminary engineering.

2) (a) Update traffic control signals at six intersections, i.e., W. Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.
(b) Construct a raised median on Burnside St. between intersections.
(c) Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave., and four travel lanes between 4th Ave. and 2nd Ave.
(d) Landscape median and sidewalk area.

m Action, Airports, Railroads, Water Developments, Historical and ational Areas: None involved. Interim Urban System approved by March 3, 1975.

ional Right-of-Way: None required.

7-7-5 Requirements:

(a) Public Hearings - - - Location/design hearing held August 15, 1974.
(b) Location/Design - - - Approval granted by FHWA October 31, 1974.

-1-70 Requirements: Exempt from State and District 2 Clearinghouse review under working agreements dated April 28, 1970 and October 16, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by FHWA on June 21, 1974.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Data for PR-37: a. Construction

Topics Funds - - - - - - - - - - - 78%
Urban System Funds - - - - - - - - - 22%

b. 100 percent of project is on the FAU System.

Note: This project is in Congressional District No. 1.

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

T

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

SSOCIATE MEMBERS

ARK COUNTY
- Camas
- Vancouver

olumbia City
appoose
. Helens
e Port of Portland
i-Met
e State of Oregon

May 27, 1975

Mr. Gary Zahner
OSHD
Highway Building
Salem, OR 97310

Dear Mr. Zahner:

At the request of the city of Portland, CRAG has reviewed and approved FAUS funding for the TOPICS project on West Burnside Street. A copy of the resolution which was adopted by the CRAG Board on May 22 is enclosed with this letter. The minutes of the meeting and a certified copy of the resolution will be available early next week.

I understand that the City is extremely anxious to advance this project. The intent of this letter is to permit such advance as soon as possible.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure
cc: Don Bergstrom
Bob Bothman

RECEIVED
COUNTY & CITY SECTION
[illegible]
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

Gary
H

CRAG RESOLUTION

BD 750202

FOR THE PURPOSE OF APPROVING A CITY OF PORTLAND FAUS TOPICS PROJECT AND A WASHINGTON COUNTY FAUS SECTION G PROJECT.

WHEREAS, CRAG is the recognized transportation planning agency for the Portland - Vancouver metropolitan area and as such much approve projects for FAUS monies; and

WHEREAS, the CRAG Transportation Technical Advisory Committeee and CRAG staff have reviewed the City of Portland and Washington Counties projects listed below and found them consistent with the ongoing planning process and plans for the area and recommended their approval to the Board of Directors; now therefore be it

RESOLVED, the Board of Directors of CRAG approve the following listed projects for funding under the FAUS program under Portland's "Fair Share" allocation to the region and under Section G for Washington County in the amounts listed.

The City of Portland - West Burnside Topics Project ✓
original cost estimate $230,000, revised cost estimate $300,000, increase grant $55,000.

Washington County
Railroad grade protection, McEwen Road - $40,000

ADOPTED by the Board of Directors this __ day of ____, 1975.

By______________________________
Larry Rice, Executive Director

approved by CRAG Board on 5/22/75

5/15/75

3215

R

PRO 6-2

May 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-M-5025(23) to add necessary prefix letter "M" to jointly finance the construction portion of the initial project with both Topics and Urban System funds.

Enclosures

CL:js

Budget Bureau No. 41-R2068; Approva

ONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPAR
BURE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	ST COD
2	(19) (20)	21 US 30, NW 2nd Ave. to NW Park Ave. (Portland) 65		28,000	47,000 (66) (70)	93 (71) (72)	10 (74) (75)	Oregon	(2) 41

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3	28 PE Signals, Striping, Landscape 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 T-M- 23	7 5025(23)

CARD	CLASS OF FEDERAL FUNDS 1	F.A. SYSTEM	COUNTY NAME	RTE NO.	FEDERAL AID	STATE
	Topics & Urban System		Multnomah			
4	NAME OF URBAN AREA (17-31) Portland	Urban & Primary Type II		TU	0068	(32) 2W

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	C.L.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHA PRO
1	(1)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
5					PE		ITEM AS NOW PRO-GRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all ph traf. signa sections, c
					ROW										
					CONST					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	291,417	183,981	53,718(City) 53,718	median, rep ings to rep lanes & lan
										PROJECT TOTAL	0.35	300,417	189,681	110,736	
5					PE		RE-QUESTED REVISION Stage 2	76	T-M-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all ph traf. signa
					ROW						(0.35)	(291,417)	(227,857)		sections, c
					CONST					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	223,390	174,668	24,361(City) 24,361	median, rep ings to rep lanes & lan
										PROJECT TOTAL	0.35	(16) 232,390 (23)	(24) 180,368 (33)	52,022	

CARD A form PR-1 or PR-9 has been submitted Yes PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

JECT LOCATION (45 typewriter spaces) 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	28,000	FUTURE 47,000	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 077 W36	ITEM NO. 76

WORK (35 spaces) ing, Landscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S) T-M-	NUMBER-AGR. NO. 5025(23)	POST MI.	DESIG.

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

Topics & Urban System

COUNTY NAME Multnomah CODE 051

Portland

F.A. SYSTEM Urban & Primary Type II

RTE NO. TU FEDERAL AID 0068 STATE 2W U.S. 30

E	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
ST		ITEM AS NOW PRO-GRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	291,417	183,981	53,718(City) 53,718	
					PROJECT TOTAL	0.35	300,417	189,681	110,736	
ST		RE-QUESTED REVISION Stage 2	76	T-M-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	9,000	5,700	1,650(City) 1,650	P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
						(0.35)	(291,417)	(227,857)		
					"NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35	223,390	174,668	24,361(City) 24,361	
					PROJECT TOTAL	0.35	232,390	180,368	52,022	

een submitted Yes PROJECT WITHDRAWN

MONTHLY TRANSACTION NO.

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTME
BUREAU O

DATE SUBMITTED TO W.O.

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2: REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | FUTURE (66) (70) | YEAR (71) (72) | REGION (74) (75) | STATE NAME | STATE CODE (1) (3)

CARD 3: CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75 | PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO. 7 13

CARD 4: CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32) (36) | U.S. (37)

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACT PROPOSED
1	(1 or 0)	16	41	42	43 - 46	52					(54) (58)	(59) (66)	(67) (78)		
5					PE		Re-quested Revi-sion Stage 2	37	M-T-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	(9,000)	(5,700)		P.E. all phase
					ROW					"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Section"	(0.35)	(291,417)	(227,857)	7,419(City)	traf. signals sections, cons median, replac
					CONST						0.35	68,027	53,189	7,419	markings to re travel lanes &
										PROJECT TOTAL	0.35	68,027	53,189	14,838	
5					PE		RE-QUESTED REVISION								
					ROW										
					CONST										
										PROJECT TOTAL		(16) (23)	(24) (33)		

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

1 COLUMN 14 ⟶ CODE 11 | CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: January 10, 1973

OTHER: October 31, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE May 19, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing where both classes of fu[illegible] involved.

N NO.

O.

FORM PR-9
(REV. 6-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

(20) 21 PROJECT LOCATION (45 typewriter spaces) 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (16)

ROPOSED WORK (35 spaces) 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY: POST MI. MI. (24) (26)	DESIG. 27

L FUNDS 1

REA

COUNTY NAME

F.A. SYSTEM

CODE 14 16

RTE NO.

FEDERAL AID: STATE (32) (36) U.S. (37) (41)

WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		Re-quested Revision Stage 2	37	M-T-5025 (23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	(9,000)	(5,700)		P.E. all phases; update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
ROW					"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Section"	(0.35)	(291,417)	(227,857)		
CONST						0.35	68,027	53,189	7,419(City)	
					PROJECT TOTAL	0.35	68,027	53,189	7,419 14,838	
PE		RE-QUESTED REVISION								
ROW										
CONST										
					PROJECT TOTAL		(16) (23)	(24) (33)		

has been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

to two or more projects. Prepare a form PR-1 for all
ng from such action.

REASON FOR CHANGE:

-over-

:
, 1973

, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE May 19, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

om one class of project to another, or covers joint financing, show both classes of funds involved.

ORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. T-M-5025(23)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System Funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. This action has been requested by the City of Portland.

Budget Bureau No. 41-R2067; Approv

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-19-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
2	1	US 30, NW 2nd Ave. to NW Park Ave. (Portland)		28,000	47,000	93	10	Oregon	4

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	P.E. Signals, Striping, Landscape								M-T-	5025	(23

CARD

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Multnomah

CODE: 051

NAME OF URBAN AREA: Portland

ROUTE NO.: U

FEDERAL-AID: 0068

STATE: 2W

U.S.: 30

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43	53	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	(54) (58)	(59) (66)	(67) (78)			
5					PE			0.35	(9,000)	(5,700)			PE a traf inter raise pave repos lanes
5					ROW								
5					CONST (CODE)		"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Sec."	(0.35) 0.35	(291,417) 68,027	(227,857) 53,189	 7,419	 7,419 (City)	ROW Acces Parki comp

5-19-75

CARD 1

CODE 1

PREPARED BY

PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	0.35	68,027	53,189	7,419	7,419 (City)

1 14 PROGRAM APPROVAL DATES (16) (23) (24) (33)

FHWA
6-2-75

REMARKS

The construction portion of the projec financed using Topics and Urban System funds. Based on money value of which topic firm, any additional cost over and above will be financed with Urban System funds.

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-19-75

PROJECT LOCATION (45 typewriter spaces) US 30, NW 2nd Ave. to NW Park Ave. (Portland)	**ADT** PRESENT 28,000	FUTURE 47,000	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36 · ITEM NO. 37

OSED WORK (35 typewriter , Striping, Landscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M-T- · NUMBER 5025 · SEQ. NO. (23)	I. Projects Only: POST MI. DESIG.

FUNDS: Urban System

COUNTY NAME: Multnomah · CODE 051

A: Portland

ROUTE NO. U · FEDERAL-AID 0068 · STATE 2W · U.S. 30

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 30, NW 2nd Ave. to NW Park Ave. (Portland)	0.35	(9,000)	(5,700)			PE all phases, update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes and landscape.
ROW								
CONST (CODE)		"N.W. 2nd Ave.-N.W. Park Ave. (Portland) Sec."	(0.35) 0.35	(291,417) 68,027	(227,857) 53,189	7,419	7,419 (City)	ROW - 100' normal; Access control-none; Parking Restrictions-complete.
		PROJECT TOTALS	0.35	68,027	53,189	7,419	7,419 (City)	

RED BY

AM APPROVAL DATES

FHWA
6-2-75

REMARKS

The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. M-T-5025(23)

Existing Facility: W. Burnside St. - - 40' to 72' curb-to-curb width, 4 lanes with left turn refuges at some intersections.

Project Data: The proposed work is as follows:

(1) All phases of preliminary engineering.

(2) (a) Update traffic control signals at six intersections, i.e., W. Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.
(b) Construct a raised median on Burnside St. between intersections.
(c) Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave., and four travel lanes between 4th Ave. and 2nd Ave.
(d) Landscape median and sidewalk area.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interim Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Location/design hearing held August 15, 1974.

(b) Location/Design - - - Approval granted by FHWA October 31, 1974.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by FHW on June 21, 1974.

Maintenance of Traffic Operations Improvements: A City-State agree covering maintenance obligations will be prepared to comply with S 116, Title 23, U.S.C.

Data for PR-37: a. Construction

Topics Funds - - - - - - - - - - -	78%
Urban System Funds - - - - - - - -	22%

b. 100 percent of project is on the FAU System.

Note: This project is in Congressional District No. 1.

N.W. 2ND AVE.-N.W. PARK AVE. (PORTLAND) SECTION

PROJECT NO. M-T-5025(23)

Facility: W. Burnside St. - - 40' to 72' curb-to-curb width, ith left turn refuges at some intersections.

ata: The proposed work is as follows:

All phases of preliminary engineering.

(a) Update traffic control signals at six intersections, i.e., W. Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.
(b) Construct a raised median on Burnside St. between intersections.
(c) Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave., and four travel lanes between 4th Ave. and 2nd Ave.
(d) Landscape median and sidewalk area.

tion, Airports, Railroads, Water Developments, Historical and nal Areas: None involved. Interim Urban System approved by h 3, 1975.

l Right-of-Way: None required.

5 Requirements:

Public Hearings - - - Location/design hearing held August 15, 1974.
Location/Design - - - Approval granted by FHWA October 31, 1974.

0 Requirements: Exempt from State and District 2 Clearinghouse ew under working agreements dated April 28, 1970 and October 16, pectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by FHWA on June 21, 1974.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Data for PR-37: a. Construction

Topics Funds - - - - - - - - - - - 78%
Urban System Funds - - - - - - - - 22%

b. 100 percent of project is on the FAU System.

Note: This project is in Congressional District No. 1.

7315

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

R

FEDERAL AID PROJECT NO. T-5025(23)

STATE PROJECT NO. N.W. Park Ave.-NW 2nd Ave

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. I-76

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS&E APPROVED: April 2, 1975

DATE AUTHORIZATION EFFECTIVE: April 2, 1975

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Columbia River Highway 2W

GENERAL LOCATION:
US 30, NW 2nd Ave. to NW. Park Ave. (Portland)

GENERAL DESCRIPTION OF WORK:
Signals, striping, and landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 30, 1975 request is accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed revised title sheet is returned herewith.

5-13-75
ORIGINAL TO
L.W. Rulien
Watt.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 5-9-75

SIGNATURE OF APPROVING OFFICIAL

TITLE f. Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

April 28, 1975

Mr. William Zirbies
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Subject: West Burnside Signal Modernization

Dear Mr. Zirbies:

As per your telephone conversation with Ed Gossack, we wish to make the following change in the special provisions before readvertising this project:

On page 14, 2nd paragraph, delete the last two sentences and add the following: "Temporary connections of this nature shall be coordinated with the City of Portland, Bureau of Traffic Engineering who will provide the necessary wiring and will make the temporary connections. The following existing mast arm poles which are to be removed as part of this contract will be cleared of signal equipment by the City of Portland prior to the start of construction.

1. On island, center of Burnside, west of Second Avenue.
2. On island, center of Burnside, west of Fourth Avenue.
3. On island, center of Burnside, west of Fifth Avenue.
4. On island, center of Burnside, east of Sixth Avenue.
5. On island, center of Burnside, east of Broadway.
6. On island, center of Burnside, west of Broadway.

Two additional wood poles will be installed by the City to facilitate the clearing of these mast arm poles and are to be removed by the contractor after the new signal installation has been put into operation. These two poles will be located in the center of Burnside Street between Fifth Avenue and Sixth Avenue."

After re-examination of the underground maps of the area we believe the estimate should be increased by $16,000 to cover the extra expense of cutting through the numerous buried railroad tracks in the area. We also find our estimate for mast arm poles was low and this figure should be increased by $6,000. This would increase the total estimate for the signal portion of the contract by $22,000.

Sincerely,

James K. Wilson

J. K. Wilson
Sr. Traffic Engineer

JKW:sp

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F ERAL AID PROJECT NO. ı-5025(23)

STATE PROJECT NO. NW Park Ave-NW 2nd Ave

11-75

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. T-76

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO Hunter
FOR Info / Moves / R/D / D/R / Sgn / Att ✓

DATE PS&E APPROVED: April 2, 1975

DATE AUTHORIZATION EFFECTIVE: April 2, 1975

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Columbia River Highway 2W

GENERAL LOCATION:

US 30 NW 2nd Avenue to NW Park Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Signals, striping, and landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping	1,000
Stage Construction Striping	500
Install Water Meters	2,200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in aware you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subjectproject have been reviewed and are approved.

A signed title sheet is returned herewith.

Copies sent to
R. Church & M. D. [illegible]

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: April 14, 1975

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Engineer

NOTED
D. E. SWAN

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

T

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

April 3, 1975

Mr. Gary Zehner
Urban Program Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5025 (23), West Burnside Street,
N. W. 2nd Avenue to N. W. Park Avenue

Dear Mr. Zehner:

We have contacted the Bureau of Water Works as to the cost of connecting the median irrigation systems to the water mains. The cost of a water connection is $312.50 per connection. This price includes connections to water mains and the water meter.

This project will require seven water main connections, with water meters, at a total cost of $2,187.50.

If further information is required, please contact Mike Bauer at this office, 248-4295.

Sincerely,

M. J. Martini

MJM:MB:sp

cc: Cliff [illegible]

Gary

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-9-75

F RAL AID PROJECT NO.: 025(23)

STATE PROJECT NO.: N.W. Park Ave.-NW 2nd Ave

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: T-76

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: April 2, 1975

DATE AUTHORIZATION EFFECTIVE: April 2, 1975

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Columbia River Highway 2W

GENERAL LOCATION:

US 30, NW 2nd Ave. to NW. Park Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Signals, striping, and landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 30, 1975 request is accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed revised title sheet is returned herewith.

Copies sent to R. Chuitch
M. D. Glenn } May 23, 1975

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 5-9-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

Ⓣ

February 4, 1975

Mr. Richard Unrein, Urban Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Subject: W. Burnside Street
N.W. 2nd Ave.-N.W. Park Ave.
TOPICS Project T-5025(23)

Dear Mr. Unrein:

On this date Mr. William Zirbes was given thirteen mylar drawings pertaining to the construction of the W. Burnside TOPICS Project, and the specifications relating to the different construction phases. A list of drawings submitted are as follows:

T.E.D. 2807 - Signalization Plan
T.E.D. 2808 - Underground Signal Facilities
T.E.D. 2809 - Concrete and Asphalt Installation
T.E.D. 2810 - Wiring Diagram-Broadway, 6th-5th
T.E.D. 2811 - Wiring Diagram-4th-3rd & 2nd
T.E.D. 2812 - Mast Arm Schedule & Details
T.E.D. 2813 - Illuminated Sign Schedule & Details
T.E.D. 2814 - Signal Installation Details
T.E.D. 2815 - Signal Mounting Details
T.E.D. 2816 - Open
[illegible] { T.E.D. 2817 - Removal Plan
T.E.D. 2818 - Landscape Plan
T.E.D. 2819 - Irrigation Plan
T.E.D. 2820 - Landscape & Irrigation Details

Hopkins H
Harwell ✓
Holmes ✓
Prange
Unrein
Zirbes Z

RECEIVED
FEB 6 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Richard Unrein, OSHD
February 4, 1975

Pg. 2

If we can be of any further assistance, please let us know.

Sincerely,

D E Bergst

D. E. BERGSTROM
Traffic Engineer

MWB:ba

cc: Max Klotz, OSHD Metro. Office

T

cc: R/W
CONSTRUCTION
ROAD DESIGN
METRO

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. TOPICS Proj. T-5025(23)

Project Name N. W. 2nd Ave.-N. W. Park Ave.
West Burnside St.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon,

this 17th day of January, 1975.

City of Portland
D. E. BERGSTROM
D E Bergstrom
~~Mayor~~ Traffic Engineer

Recorder

R/W File No. ______

315

R

December 11, 1974

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 57[illegible]

Gentlemen:

As requested in your letter of December 6, we are enclosing three copies of a TOPICS agreement concerning West Burnside Street between N. W. 2nd Avenue and N. W. Park Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Encl.

cc H. S. Cox (agree. att.)

T

MEMORANDUM TO FILES
December 10, 1974

RE: TOPICS Project T-5025(25)
N. W. Second Avenue--N. W. Park Avenue Section
West Burnside
City of Portland

A meeting was held in the Portland City Hall Annex on December 6, 1974. The following were in attendance:

Don Bergstrom, City of Portland
Jim Wilson, " " "
Robert Sickler, " " "
Mike Bauer, " " "
Frank Terpin, Oregon State Highway Department
Bob Bothman, " " " "
Max Klotz, " " " "
Don Billings, " " " "
Jerry Maness, " " " "
Gary Zehner, " " " "

The purpose of the meeting was to determine the status of the plans for the West Burnside TOPICS project and to further acquaint the City with the current March 1, 1975 deadline for P.S.&E. approval.

The City is developing plans for the grading portion of the project, and indicated that they may submit these an intersection at a time, as they become available for final submittal in early February. Final plans could then be prepared and receive FHWA approval prior to March 1.

The signal and landscaping plans require more time due to complexity in signal design and preparation of landscaping plans by a consultant. There was some doubt as to whether these could be developed and approved prior to the deadline. The City declined an offer of State assistance in developing the landscaping plans.

The City will further review the current plans and their anticipated work load, and advise the State as to the action to be taken by City and State for plan development. Mr. Bergstrom is to notify Mr. Bothman.

Gary E. Zehner
Gary E. Zehner
Urban Program Engineer
County-City Unit

GEZ:scr

cc: Don Bergstrom, City of Portland
L. W. Rulien
J. H. Versteeg
F. E. Terpin
R. N. Bothman

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UFE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
V 14 1974
T SECTION

November 13, 1974

DON BERGSTROM
City Traffic Engineer
City of Portland
Bureau of Traffic Engineering
420 S.W. Main Street Annex
Portland, OR 97204

Subject: TOPICS Project T-5025(23)
NW 2nd Ave.-NW Park Ave. Section
West Burnside - City of Portland

Federal Highway Administration approval for the subject project has been obtained and the project scheduled for contract letting on February 27, 1975.

Since this is a TOPICS project, Federal funds will be lost if not obligated with the FHA by June 30, 1975. This obligation is accomplished by initiation of a construction project.

An agreement covering project particulars for design and construction was submitted to the City for execution on September 10, 1974 but the documents have not been returned to the Highway Division.

Immediate action on behalf of the City of Portland is now required in order to proceed with the necessary steps to meet the deadline for obligation of the funds for this project.

R. N. BOTHMAN
Metropolitan Engineer

ebg

NOTED
D. E. SWAN

cc: L. W. Rulien
G. E. Zehner
Gary Stout

SALEM, OREGON
November 6, 1974

TO: Mr. R. N. Bothman
Metropolitan Engineer

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County-City Unit

SUBJECT: TOPICS Project T-5025(23)
N. W. 2nd Avenue-N. W. Park Avenue
Section
West Burnside
City of Portland

Attached is a copy of FHWA's approval for the location/design of the subject project. The design will be undertaken when the project data becomes available; however, according to our records the City of Portland has yet to produce this data. This project is presently scheduled for contract letting on February 27, 1975.

The agreement covering project particulars for the design and construction phase of the project, which was submitted to the City for execution on September 10, 1974, has not been returned.

Since this is a TOPICS project, Federal funds will be lost if not obligated with FHWA by June 30, 1975. Please notify the appropriate city officials that they must take immediate action on these matters if the deadline for obligation is to be met.

GEZ:sr

Attachment

cc: L. W. Rulien

(T)

U. S. DEPARTMENT OF TRANSPORT N · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: T-5025(23)

STATE PROJECT NO.: NW 2ND AVE. - NE PARK AVE.

COUNTY NAME: MULTNOMAH

PROGRAM NO.:

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

ITEM NO.: T-76

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1974
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: OCTOBER 31, 1974

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 1

STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY ROUTE 2W

GENERAL LOCATION: CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. RULIEN'S SEPTEMBER 25, 1974 LETTER I HEREBY GRANT LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER (*Specify*) LOCATION/DESIGN APPROVAL.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I CONCUR THAT THE TIME SAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2, SUB-SECTION 1, PARAGRAPH 5C OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

cc: L.E. George
J.H. Versteeg
R.N Bothman

DATE: 10-31-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1974
☑ ENGR. ☑ COOR. ☑ .E ☑ AE ■ UE
☑ UPE ☐ CE ☐ ☑ RPE ☐

Budget Bureau No. 41-R2068; Approv

U.S. DEPAR
BURE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

FORM PR-9 (REV. 4-61)

MONTHLY TRANSACTION NO. 11-13

DATE SUBMITTED TO W.O. NOV 1 1974

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STA CO
2	04	US 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	28,000	47,000	93	10	Oregon	4

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E., Signals, Striping, Landscape								T-	5025(23)

FOR MISCELLANEOUS FUNDS ONLY; PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
	TOPICS		Multnomah		
4	NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	Portland	Primary	P	1	2W

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHA PROF
1		10	41	42	43 - 46	52									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW 19th Ave. (Portland) "NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Sec."	0.52	6,000	3,700	1,150(City) 1,150	All phases engineerin to determin possible me accidents & traffic flo
										PROJECT TOTAL	0.52	6,000	3,700	2,300	
5					PE ROW CONST		REQUESTED REVISION Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 0.35	9,000 227,000	7,000 177,400	1,000 1,000(City) 24,800(City) 24,800	P.E. all ph Update traf intersectio raised medi markings t travel lane
										PROJECT TOTAL	0.35	236,000	184,400	51,600	

CARD		PROJECT WITHDRAWN
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	YES ☐
1	COLUMN 14 ———→ CODE 11	CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
January 10, 1973	DATE October 18, 1974	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1974
☐ ENGR. ☑ COOR. ☑ JE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ ?C ☑ RPE ☐

-13

1 1974

STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Oregon	41	077	76

JECT LOCATION (45 typewriter spaces): 30, NW 2nd Ave. to NW Park Ave. (Portland)

ADT: 28,000

FUTURE: 47,000 YEAR: 93 REGION: 10

PROJECT NUMBER — PREFIX LETTER(S): T- NUMBER-AGR. NO.: 5025(23)

I PROJECTS ONLY — POSTMI. MI. DESIG.

WORK (35 spaces): iping, Landscape

FOR MISCELLANEOUS FUNDS ONLY: NATL. FOREST / FH ROUTE NO / SUPV AGCY / DA CLASSIF. / DA AREA / EMERG. YR. / PL AUTH YR

COUNTY NAME: Multnomah CODE: 051

TOPICS

RTE NO.: P FEDERAL AID: 1 STATE: 2W U.S.: 30

Portland

F.A. SYSTEM: Primary

	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
NST		ITEM AS NOW PROGRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW 19th Ave. (Portland) "NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Sec."	0.52	6,000	3,700	1,150(City) 1,150	All phases of preliminary engineering, except PS & E, to determine the most possible method of reducing accidents & increasing traffic flow.
					PROJECT TOTAL	0.52	6,000	3,700	2,300	
NST		REQUESTED REVISION Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 0.35	9,000 227,000	7,000 177,400	1,000 1,000(City) 24,800(City) 24,800	P.E. all phases; Update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
					PROJECT TOTAL	0.35	236,000	184,400	51,600	

been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

two or more projects. Prepare a form PR-1 for all
from such action.

1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 18, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48068-P61

REASON FOR CHANGE:

a. To adjust "Project Location & Termini" and also revise project name.

b. To include in the "Character of Proposed Work" the PS & E phase of preliminary engineering and construction.

c. To increase "Project Cost" to reflect the addition of PS & E phase of preliminary engineering and construction.

d. This action has been requested by the city of Portland and approved by the Oregon Transportation Commission.

NW 2ND AVE.-NW PARK AVE. (PORTLAND) SECTION
PROJECT NO. T-5025(23)

REMARKS - continued

Revised Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. a. Update traffic control signals at six intersections; i.e., West Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.

   b. Construct a raised median on Burnside St. between intersections.

   c. Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave. and four travel lanes between 4th Ave. and 2nd Ave.

   d. Landscape median and sidewalk area.

Revised Parking Restrictions: Complete on this section.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional righ of-way not required.

PPM 90-1 Requirements: Negative declaration concurred in by FHW on June 21, 1974.

Public Hearings: Corridor/design held August 15, 1974. Certific required by Section 128, "Public Hearings", of Title 23, U.S.C. w made under our letter of September 24, 1974.

Location/Design Approval: Requested September 25, 1974.

Maintenance of Traffic Operations Improvements: A state-city a covering maintenance obligations will be prepared to comply wit 116 of Title 23, U.S.C.

NOTE: The project is in Congressional District No. 1.

N FOR CHANGE:

a. To adjust "Project Location & Termini" and also revise project name.

b. To include in the "Character of Proposed Work" the PS & E phase of preliminary engineering and construction.

c. To increase "Project Cost" to reflect the addition of PS & E phase of preliminary engineering and construction.

d. This action has been requested by the city of Portland and approved by the Oregon Transportation Commission.

NW 2ND AVE.-NW PARK AVE. (PORTLAND) SECTION
PROJECT NO. T-5025(23)

KS - continued

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All phases of preliminary engineering.

a. Update traffic control signals at six intersections; i.e., West Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.

b. Construct a raised median on Burnside St. between intersections.

c. Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave. and four travel lanes between 4th Ave. and 2nd Ave.

d. Landscape median and sidewalk area.

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Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way not required.

PPM 90-1 Requirements: Negative declaration concurred in by FHWA on June 21, 1974.

Public Hearings: Corridor/design held August 15, 1974. Certification required by Section 128, "Public Hearings", of Title 23, U.S.C. was made under our letter of September 24, 1974.

Location/Design Approval: Requested September 25, 1974.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with Section 116 of Title 23, U.S.C.

NOTE: The project is in Congressional District No. 1.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-31-74

FEDERAL AID PROJECT NO. 5025(23)

STATE PROJECT NO. NW 2ND AVE. - NE PARK AVE.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-76

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

1 '74
ER TO
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: OCTOBER 31, 1974

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 1

STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY ROUTE 2W

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S SEPTEMBER 25, 1974 LETTER I HEREBY GRANT LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) LOCATION/DESIGN APPROVAL.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I CONCUR THAT THE TIME SAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2, SUB-SECTION 1, PARAGRAPH 5C OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 10-31-74

SIGNATURE OF APPROVING OFFICIAL

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

PRO 6-2

October 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Authorization for PS & E Phase
of Preliminary Engineering
Project No. T-5025(23)

Enclosed are PR-9 forms (Request for Approval of Individual Project Program Change) for Project No. T-5025(23) to add the PS & E phase of preliminary engineering and the construction phase.

Location/design approval request for this project was forwarded September 25; therefore, upon approval of the project program change and the location/design we hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain PS & E approval.

JG:bb

Enc.

Budget Bureau No. 41-R2068; Approval Expires

U.S. DEPARTMENT O
BUREAU OF P

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

STATE NAME: Oregon — STATE CODE: 41 — APP COD: 07

CARD 2

REPORT NUMBER (10) (20)

PROJECT LOCATION (45 typewriter spaces) 21: US 30, NW 2nd Ave. to NW Park Ave. (Portland) 65

ADT: 28,000 — FUTURE: 47,000 (66) (70) — YEAR: 93 (71) (72) — REGION: 10 (74) (75)

CARD 3

CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E., Signals, Striping, Landscape 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) — SUPV AGCY 69 — DA CLASSIF 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14: T- 23 — NUMBER-AGR. NO. 7: 5025(23) 13

CARD 4

CLASS OF FEDERAL FUNDS ¹: TOPICS

NAME OF URBAN AREA 17-31: Portland

F.A. SYSTEM: Primary

COUNTY NAME: Multnomah

RTE NO.: P — FEDERAL AID: 1 (32) — STATE: 2W (36) (37)

CARD 5

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACT PROPOSED
1	(11)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (70)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW 19th Ave. (Portland) "NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Sec."	0.52	6,000	3,700	1,150(City) 1,150	All phases of p engineering, ex to determine tr possible metho accidents & in traffic flow.
										PROJECT TOTAL	0.52	6,000	3,700	2,300	
5					PE ROW CONST		REQUESTED REVISION Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 0.35	9,000 227,000	7,000 177,400	1,000 1,000(City) 24,800(City) 24,800	P.E. all phase Update traf. s intersections, raised median markings to re travel lanes
										PROJECT TOTAL	0.35	(16) 236,000 (23)	(24) 184,400 (30)	51,600	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11	PROJECT WITHDRAWN YES ☐ CODE 2	REASON FOR CHANGE: -over-
1	COLUMN 16 ⟶		

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE OF INITIAL APPROVAL: January 10, 1973	DATE October 18, 1974	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

¹ If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
US 30, NW 2nd Ave. to NW Park Ave. (Portland)	ADT	28,000	47,000	93	10	Oregon	41	077	76

POSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
Striping, Landscape								T-	5025(23)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

FUNDS [1]: TOPICS

COUNTY NAME: Multnomah — CODE: 051

A: Portland — F.A. SYSTEM: Primary — RTE NO.: P — FEDERAL AID: 1 — STATE: 2W — U.S.: 30

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
E ROW CONST		ITEM AS NOW PROGRAMED Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW 19th Ave. (Portland) "NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Sec."	0.52	6,000	3,700	1,150(City) 1,150	All phases of preliminary engineering, except PS & E, to determine the most possible method of reducing accidents & increasing traffic flow.
					PROJECT TOTAL	0.52	6,000	3,700	2,300	
PE ROW CONST		REQUESTED REVISION Stage 2	76	T-5025(23)	US 30, NW 2nd Ave. to NW Park Ave. (Portland) "NW 2nd Ave.-NW Park Ave. (Portland) Sec."	0.35 0.35	9,000 227,000	7,000 177,400	1,000 1,000(City) 24,800(City) 24,800	P.E. all phases; Update traf. signals at 6 intersections, const. raised median, replace pave. markings to reposition travel lanes & landscape.
					PROJECT TOTAL	0.35	236,000	184,400	51,600	

has been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

nto two or more projects. Prepare a form PR-1 for all
ing from such action.

L: 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 18, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40000-P61

REASON FOR CHANGE:

a. To adjust "Project Location & Termini" and also revise project name.

b. To include in the "Character of Proposed Work" the PS & E phase of preliminary engineering and construction.

c. To increase "Project Cost" to reflect the addition of PS & E phase of preliminary engineering and construction.

d. This action has been requested by the city of Portland and approved by the Oregon Transportation Commission.

NW 2ND AVE.-NW PARK AVE. (PORTLAND) SECTION
PROJECT NO. T-5025(23)

REMARKS - continued

Revised Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. a. Update traffic control signals at six intersections; i.e., West Burnside St. at 2nd Ave., 3rd Ave., 4th Ave., 5th Ave., 6th Ave., and Broadway St.

   b. Construct a raised median on Burnside St. between intersections.

   c. Replace pavement markings on Burnside St. providing westbound traffic three travel lanes and eastbound traffic three travel lanes between Park Ave. and 4th Ave. and four travel lanes between 4th Ave. and 2nd Ave.

   d. Landscape median and sidewalk area.

Revised Parking Restrictions: Complete on this section.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right of-way not required.

PPM 90-1 Requirements: Negative declaration concurred in by FHWA on June 21, 1974.

Public Hearings: Corridor/design held August 15, 1974. Certificati required by Section 128, "Public Hearings", of Title 23, U.S.C. was made under our letter of September 24, 1974.

Location/Design Approval: Requested September 25, 1974.

Maintenance of Traffic Operations Improvements: A state-city agreeme covering maintenance obligations will be prepared to comply with Sect 116 of Title 23, U.S.C.

NOTE: The project is in Congressional District No. 1.

roject Location & Termini" and also revise
e.

in the "Character of Proposed Work" the PS & E
eliminary engineering and construction.

"Project Cost" to reflect the addition of PS
f preliminary engineering and construction.

has been requested by the city of Portland and
the Oregon Transportation Commission.

VE.-NW PARK AVE. (PORTLAND) SECTION
PROJECT NO. T-5025(23)

a: The proposed work is as follows:

preliminary engineering.

raffic control signals at six intersections;
t Burnside St. at 2nd Ave., 3rd Ave., 4th Ave.,
, 6th Ave., and Broadway St.

t a raised median on Burnside St. between inter-
.

pavement markings on Burnside St. providing
d traffic three travel lanes and eastbound
three travel lanes between Park Ave. and 4th
four travel lanes between 4th Ave. and 2nd Ave.

e median and sidewalk area.

estrictions: Complete on this section.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way not required.

PPM 90-1 Requirements: Negative declaration concurred in by FHWA on June 21, 1974.

Public Hearings: Corridor/design held August 15, 1974. Certification required by Section 128, "Public Hearings", of Title 23, U.S.C. was made under our letter of September 24, 1974.

Location/Design Approval: Requested September 25, 1974.

Maintenance of Traffic Operations Improvements: A state-city agreement covering maintenance obligations will be prepared to comply with Section 116 of Title 23, U.S.C.

NOTE: The project is in Congressional District No. 1.

Swan

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
September 18, 1974

cc: E. S. Hunter
R. N. Bothman, Metro

TO: Mr. L. W. RUlien
Project Management Engineer
BUILDING

Attention Mr. D. E. Swan

SUBJECT: TOPICS Project T-5025(23)
N.W. 2nd Avenue-N.W. Park Avenue
West Burnside Street
City of Portland

FROM: Gary E. Zehner
Gary E. Zehner
Urban Program Engineer
County & City Unit

Processing for location-design approval is requested for the subject Federal Aid TOPICS project.

STUDY REPORT

LOCATION: On West Burnside Street between N.W. 2nd Avenue and N.W. Park Avenue in the City of Portland.

DESIGN: Remove parking on West Burnside Street and restripe to provide three lanes of traffic westbound from 2nd Avenue to Park Avenue; three lanes of traffic eastbound from Park Avenue to 4th Avenue and four lanes from 4th Avenue to 2nd Avenue. Construct landscaping in the islands and sidewalk areas on both sides of Burnside. Up-date signal controllers and interconnect the existing signals on West Burnside at 2nd, 3rd, 4th, 5th, 6th and Broadway Streets to the existing computer controlled system in the C.B.D.

A public hearing was held on August 15, 1974. Copies of the hearing transcript, correspondence, legal notices, advertisements, and newspaper articles are attached.

Also attached is a letter from the City indicating that they have studied and evaluated testimony given at the public hearing; that social, economic and environmental effects of the design have been considered; and that the City does request the State to seek location-design approval for the project from the FHWA.

GEZ:ljt
Att.

[illegible]
SEP 1 [illegible] 1974
PROJECT MANAGEMENT SECTION

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

September 12, 1974

Mr. H.S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Gary E. Zehner, Urban Program Engineer

Re: TOPICS Project T-5025(23)
N.W. 2nd Avenue-N.W. Park Avenue
W. Burnside Street

Dear Mr. Cox:

As required by federal regulations, the following things have been done by the City of Portland concerning the W. Burnside Street TOPICS Project:

An informational hearing was held August 15, 1974, beginning at 8:00 A.M. with the formal hearing convened at 1:30 P.M. the same date. Enclosed are the following: 1) three copies of the transcript of the formal hearing, with a letter from Mr. Studd of UGN, and a letter from Commissioner Connie McCready attached and made a part of the public hearing minutes; and 2) copies of all notices, advertisements and newspaper articles in connection with the hearing.

The Bureau of Traffic Engineering, City of Portland, has studied all testimony given at the formal hearing, and all additional letters received after the hearing. We have made every effort to consider the social, economic and environmental effects of this project.

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SEP 16 1974
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. James of this office met with Mr. Studd of UGN to arrange an acceptable plan for parking around the UGN building. A copy of Mr. James' comments concerning the parking situation is attached.

The City of Portland proposes to hire the Perron Partnership PC, Landscape Architects and Planners, to develop plans for landscape improvements on the median and sidewalk area of the proposed W. Burnside Project. The funds for this service would come from the City of Portland General Fund.

The City of Portland formally requests the State Highway Division to seek location and design approval of this project from the Federal Highway Administration.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

MWB:ba
Encls.

TOPICS Project
West Burnside - S.W. 2nd Avenue to S.W. 9th Avenue
CORRIDOR-DESIGN HEARING

Good afternoon, I'm Don Bergstrom, Traffic Engineer for the City of Portland. This afternoon I'll act as the Hearing Officer for this hearing on the West Burnside TOPICS Project. It is 1:30, Thursday, August 15 and this is the time that has been officially scheduled for the formal public hearing on the proposed Federal Aid TOPICS Project on West Burnside from 2nd Avenue to Park Avenue in Portland, Oregon, Multnomah County.

The proposed project will be constructed under the Federal Aid Highway TOPICS program and will be financed with Federal, State and City funds. Federal aid TOPICS funds are available to urban areas to increase traffic capacity and safety upon the existing street system. The Federal Government pays for approximately 78% of the project construction costs with the remaining 22% being shared equally by the State and City. Local government in urban areas apply for Federal Aid TOPICS funds through the State Highway Division.

At this point I would like to interject the fact that the TOPICS program has since been discontinued and this is the last project available to the City of Portland that will be done under this program.

Under the program the State Highway Division then submits a program for individual projects to the Federal Highway Administration which approves, disapproves, or requires modifications or revisions in the program to conform with Federal Aid Highway rules and regulations. Upon approval of the Federal Highway Administration the State or City proceeds with the survey and the State prepares the final plans and specifications and awards all contracts. When required, the City holds the necessary public hearings.

The Federal Highway Administration has put into effect certain policy and procedure memorandums governing public hearings. These memorandums set forth the rules under which we are conducting today's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal prior to development of final plans.

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Registration cards are available in the back of the room to those wishing to make oral or written statements today, and in addition anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Bureau of Traffic Engineering, 420 S.W. Main Street - that's the City Hall Annex. This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division and Federal Highway Administration for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal.

What I would like to do now is to call on Mike Bauer, Staff Traffic Engineer who has the responsibility for this project, to describe the project. Go ahead, Mike, tell us about it. . . .

Mike Bauer -- "The proposed West Burnside project extends 1,780 feet west of the Burnside Bridge. The existing curb to curb width which varies from 76' to 83.5' on W. Burnside Street to 90' on the Burnside Bridge, will not be changed.

"Parking on West Burnside will be completely removed from the west portion of the Burnside Bridge to Park Avenue. Three lanes of traffic will flow west from the Burnside Bridge to Park Avenue while eastbound vehicles will travel in three lanes from Park Avenue to 4th Avenue. At 4th Avenue the increased pavement width will provide four (4) eastbound lanes carrying traffic through 3rd and 2nd Avenues onto the Burnside Bridge.

"A median will be built between intersections the total length of the project. These medians will provide added pedestrian safety by providing wide safety islands. The medians and sidewalk areas are to be planted with trees to help beautify and upgrade the appearance of West Burnside.

"There are six (6) existing signals in the project area at 2nd, 3rd, 4th, 5th, 6th and Broadway. These signals are over 22 years old and in need of replacement. Plans call for clearing some of the present clutter of signal equipment, updating signal controllers, and importantly to tie in the West Burnside signals to the existing computer controlled system in the C.B.D.

"The remaining left turn from West Burnside at 3rd Avenue will be eliminated."

Don Bergstrom --"Thank you, Mike, and now I would like to mention the tentative schedule that we have and this would be, as I mentioned before, to secure State and Federal approval for the project, do the final design and then secure final approval from the City, State and Federal people. We are hoping to accomplish this by the end of 1974 - to begin construction early in 75 - the construction period is estimated at approximately one year. This would mean completion of the project sometime early in 1976.

"There is no right-of-way requirement for the project - but I would like the record to show that no right-of-way is necessary.

"Regarding the environmental impact, I would like to refer you to the letter to G. L. Green, Division Engineer, Federal Highway Administration from R. L. Schroeder, Assistant State Highway Engineer, (copies of which are available in the back of the room) describing the project - the environmental portion of it is shown on Page 3 and 4 and by reference I would like to make this document a part of the official record of this hearing.

"At this time I would like to invite statements regarding the proposal and I again want to add that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after close of the hearings. We ask that you confine your remarks to the merits of the major features of the proposal. Problems of personal concern may be discussed and I will be happy to have Mike go into any particular problem that might be special to a property owner as I think it would be easier to do it that way rather than at this hearing. With that, I would be happy to hear from anyone who wishes to testify, and would you start by giving us your name and address please."

"I'm Martha Haggland and I represent the Burnside Community Council, Inc. and we have our offices at 104 S.W. 5th Avenue. My concern is, will you have wheelchair ramps on the corner sidewalks as they are doing in other parts of town? We do have quite a few handicapped people."

Don Bergstrom -- "Yes, the City's policy now is to include wheelchair ramps on any new construction projects and therefore they will definitely be included in this one."

"Is there anyone else who would like to make a statement? Fine...I think what I'll do then because there may be some people who want to make statements who are going to be a little late...I'll recess the hearing now until 2:15 then we will reconvene the hearing and take any testimony that anyone wants to give at that point in time. For the record, I would also like to indicate that Mr. Bauer will stay after that period until 4 o'clock and will advise anyone that shows up after we have adjourned that they have ten days in which to file a written statement. With that, I'll recess us until 2:15, thank you."

"It's 2:15 and I would like to re-convene again the hearing on the West Burnside TOPICS Project and I would like to call on Mr. Howard R. Studd of the UGN - Mr. Studd."

Mr. Studd -- "I have a letter here that I will leave with you - I won't read it all but will just try to summarize the concerns that we have about the proposal to eliminate parking in front of our building which is in one of the blocks that will be affected. As you probably know, we are right at the corner of Broadway and Burnside - we have three commercial tenants on the ground floor and the balance of our building, which is seven stories high, is occupied by 17 non-profit organizations. They are all health and welfare agencies ranging from the Campfire Girls to the Epilepsy League - most of them are UGN members. UGN purchased the building and renovated it about eight years ago at a total cost in excess of $400,000.00 and I hasten to say that none of that was contributor's money, we did it out of some special monies we had and out of our rent savings for our member agencies and we are paying the mortgage off on the basis of those rental savings. Elimination of any parking in front of our building will create a problem for the tenants in the building, not for the people who work there because they don't use the parking meters in front of the building, but because they have a constant stream of either clients coming in or out of their office or volunteers who come in - an agency treasurer may come in to go over the monthly financial account or to sign some checks and their ability to park and come in for half an hour and do their business and be out is a very important factor. The parking, as you undoubtedly know, in that area, is very tight and most of the parking lots in the area are taking only permanent parkers and very few transient parkers. I had the situation a year ago, during the campaign, that the campaign chairman had to leave his car right in the middle of a gas station lot, against the protest of the operator, as he just couldn't get a parking place. In addition to the volunteers, many of these clients are either children or they are people who are mentally or physically handicapped - they are usually brought in by a parent or by a friend who sits down and waits while the person comes up and visits one of the agencies. Also, with that many separate offices and organizations there we do have a lot of business deliveries ranging from drop shipments of some stationery to large shipments which require the use of the freight elevator. Currently we have a freight loading/unloading zone right in front of the building and even that is sometimes a problem when somebody is unloading a heavy load that has to be carried around to the side freight elevator, parcel post delivery or something of that sort has difficulty in finding a place to stop long enough to drop off orders. Also, at campaign time, which starts right after Labor Day, we have 65 loaned executives who are assigned to us on a loan basis by their companies for the full three months, running from Labor Day until the middle of November when the campaign winds up. And, of course, they have to be in and out many times a day because they are bringing in campaign reports, contributions and they are picking up messages and coming in for campaign supplies. As you know, we traditionally have been getting six hooded meters from your department and with permits they use those, but even those with 65 people, sometimes overtaxes the six. So, in general, we feel it is going to create a serious problem for us if the already scarce parking in the area is even further diminished. We support the basic objectives of the plan and think that it is in keeping with our own philosophy even though I can't take credit for this as I wasn't here at the time, but the feeling that UGN had a stake in that part of town and that our building, with the money we put into it, would help to revitalize that area of town and I think it has and up until the arrival of the U. S. National Bank we were the biggest single factor in helping to upgrade or at least maintain the neighborhood. We don't oppose the objectives that you have in mind, we just plea that there be some provision made to take care of the needs for short term parking, probably 30 minutes, for these many people and deliveries that come in and out of our building. A year ago, for example, the Luthern Family Services which was one of our tenants had to move out to another area of town as their big problem was with parking. Even then it was a problem and as I see it this proposal is going to make the parking shortage even more acute. So, if some plan can be found to accommodate our short term parking needs we would heartily applaud the general objectives of your plan. Thank you very much."

Don Bergstrom -- "May I ask you a question? We will want to be looking into this, who would we contact? Do we contact you?"

Mr. Studd -- "You may contact me or if I'm not available somebody from Boyer and Boyer who manage the building would be available or our office manager."

Don Bergstrom -- "May we have a copy of the letter?"

Mr. Studd -- "Yes, you may.

Don Bergstrom -- "Thank you very much.

"Are there any others that would like to testify on this project? Hearing none, then I would like to make a final statement.

"Everyone in the audience has had a chance to give their comments regarding the proposal and once again I would like to point out that written statements will be accepted for ten days after the close of the hearing and that these statements will be made a part of the record of this hearing. In addition to that, I would like to point out that Mr. Bauer will remain at this location until 4 P.M. and will advise anyone that shows up after we adjourn that a written statement can be filed within ten days and will become part of the official hearing record. All information developed in support of this proposed project will be available on request at the City Hall Annex - 420 S.W. Main Street, the Traffic Engineer's Office, for public inspection and copying at any time prior to the location and design of the project being approved by the Federal Highway Administration.

"Let me ask again - is there anyone in the audience that wants to make a statement? There being no further testimony I thank all of you for being present today and now declare this hearing to be officially closed as of 2:20 P.M.

"Thank you very much."

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

August 31, 1972

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Richard Unrein, Urban Engineer

Dear Mr. Cox:

Enclosed is our application for the re-channelization of W. Burnside Street from 2nd to 9th Avenues as a TOPICS Project.

This plan proposes a center landscaped median and the remodeling of six signalized intersections.

It is estimated that preliminary engineering will run something under $6,000.00, and would appreciate an early approval so that design work can be started on this project. ✓

Please contact me if you have any questions, or would like any additional information.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

MJM:ba
Encl.

9-18-72
cc: Wayne Oberding

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SEP 13 1972
☐ ENGR. ☑ COOR. ☐ UE ☑ RE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date August 31, 1972

Name of City Portland, Oregon
Major Street Name W. Burnside Street
Section Name W. Burnside Street between 2nd and 9th Avenues.

Location of Project (Attach sketch map) Length 1755 feet
On Which System? Primary I ______ Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: ____________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes? (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain W. Burnside over this section is a State highway under Federal aid - primary.

General description of proposed project: To re-channelize W. Burnside Street and remodel six (6) signalized intersections.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: W. Burnside and 2nd, 3rd, 4th, 5th, 6th and Broadway

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? Yes Remarks:
Intersections interfaced to computer system.

If so, by cable or leased telephone line? Cable

5. Type of Suspension:
a. Mast Arm X
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: Implement brown - green signal heads

7. Present Signalization: Existing signals obsolete and not conforming to Manual on Uniform Traffic Control Devices.

8. Other Remarks: ______________________________

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______________________________

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: Standard city illumination existing.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: W. Burnside between 2nd Avenue and 9th Avenue.

2. Desired Work: Eight foot (8') landscaped median with concrete crosswalk sections for pedestrian safety.

3. Typical Cross Section: 100'-110' R/W with eight foot (8') landscaped median

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ______
   b. Exposure ______ inches
   c. Width between curbs ______ ft.
   d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location: ______

Footnotes:

IV. STRUCTURE DATA: N/A

1. Location: ____
____
____

2. Desired Work: ____
____
____

3. Name of Structure: ________________________________

4. Name of Stream, Street or Facility being Spanned: ____________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________
____

7. Is a particular type of structure and design desired? __________
Explain: ____
____
____

8. Can street be closed during construction? ______________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type ________ Width ________ ft.
   d. Shoulders: Type ________ Width ________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ____________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ____________________
    c. Storm Sewer: ______ Size: __________
       Owner: ____________________
    d. Gas Mains: ______ Size: __________
       Owner: ____________________
    e. Power Lines: ______
       Owner: ____________________
    f. Telephone Lines: ______
       Owner: ____________________
    g. Other Utilities: ____________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ____________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ____________________
    ____

17. Describe Existing Structure: ____________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 100 ft.
   - a. Maximum: 110 ft.
   - b. Minimum: 100 ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? ~~No~~ Yes (at least offer)
   (NOTE: If additional right-of-way ~~is~~ needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit X or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ______

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ______ ft.
(2.) (Direction) ______ Distance ______ ft.

d. Number of Trains: (1) Passenger ______ Speed ______ mph
(2) Freight ______ Speed ______ mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 276,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 151,200
3. Date Match Money is Available: presently available
4. Will there be any 100% City money? Yes
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ______

Footnotes: $132,000 Signals
$ 19,200 Median

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Under preparation by CRAG

2. Existing Conditions Necessitating This Proposed TOPICS Project: Existing signals were installed over twenty years ago. The materials are about at the point where they will begin to deteriorate, making the system unreliable and difficult to maintain. Left turns from W. Burnside at 3rd Avenue have been a source of accidents.

3. This Project Would Accomplish the Following: Improve the reliability of the traffic control system and up-grade the installations to conform to Manual on Uniform Traffic Control Devices. Eliminate need for left turns from Burnside, provide wide landscaped median for the safe and convenient use of pedestrian traffic and the orderly flow of traffic.

This application is not complete unless a sketch map showing the location of the project is attached.

NONE submitted!

The Portland, Oregon City Council on the 24th day of September, 1969, adopted Resolution No. -- or Ordinance No. 129726, as the case may be, requesting this TOPICS project.

By D. E. B
Traffic Engineer

By
LLOYD E. ANDERSON
Commissioner of Public Works

T-1-69
(rev. 12-70)

T

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

October 9, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 11 1972
☑ CSCA ☑ COOR. ☐ CE ☐ A ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Richard Bladorn

Re: TOPICS Project Requests
(1) 39th Ave. & E. Burnside Street
(2) 2nd Ave.-9th Ave. Section
W. Burnside St.

Dear Mr. Cox:

As requested in your September 18 letter, we are enclosing additional information on the 39th and E. Burnside Street and the W. Burnside, 2nd-9th Ave. TOPICS requests.

The collision diagram for S.E. 39th Avenue and Ankeny shows nine rear-end accidents for northbound 39th at Ankeny. These accidents can largely be attributed to the northbound left turn activity at this intersection.

The attached count sheet shows the amount of turning vehicles during A.M. and P.M. peak hours. It is this movement that is creating a problem in the residential area by using S.E. Ankeny Street. The proposed project would provide for this movement to be made at S.E. 39th and [illegible] in a separate lane and with a separate signal indication.

[illegible] periods have also [illegible] improving the capacity [illegible] eliminate or control left [illegible] signals to match the [illegible].

17

In the preliminary engineering phase of this project we expect to look at three possible solutions to the accident and capacity problems in this section of W. Burnside: 1) centered channelization, 2) off-set channelization, and 3) one-way couplet using W. Burnside-N.W. Couch Street.

We hope this information will help clarify what we have in mind on these two projects.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

[illegible]
Encls.

[illegible]

Day Wednesday
Weather Fair

ON Burnside Bridge
E. of 2nd Ave.

ON

TIME / DIRECTION	EB		WB					
A.M. 7 - 8	664		798					
8 - 9	898		1412					
9 - 10	854		994					
10 - 11	973		1069					
11 - 12	1192		1093					
P.M. 12 - 1	1135		1092					
1 - 2	1226		1253					
2 - 3	1282		1209					
3 - 4	1581		1232					
4 - 5	2163		1233					
5 - 6	1894		963					
6 - 7	912		681					
7 - 8	704		769					
8 - 9	693		681					
9 - 10	750		645					
10 - 11	656		482					
11 - 12	590		370					
A.M. 12 - 1	437		231					
1 - 2	288		134					
2 - 3	218		101					
3 - 4	99		72					
4 - 5	74		78					
5 - 6	89		236					
6 - 7	221		752					
TOTAL	19593		17580					
GRAND TOTAL		37173						

COUNTY & CITY SECTION
OC 11 .74

TRAFFIC COUNT TAB

Weather CLOUDY

ON: W.+BURNSIDE
AT 9TH

ON: N.W. 9TH
NO. OF W. BURNSIDE

TIME / DIR		E/NW 9 WB		W/SW 9 EB		SB		
A.M. 7 – 8		956		502		34		
8 – 9		886		566		78		
9 – 10		678		519		91		
10 – 11		714		655		108		
11 – 12		818		758		144		
P.M. 12 – 1		874		782		110		
1 – 2		945		800		134		
2 – 3		1029		860		109		
3 – 4		997		999		123		
4 – 5		1037		1287		121		
5 – 6		893		942		104		
6 – 7		537		475		56		
7 – 8		583		456		36		
8 – 9		518		454		33		
9 – 10		458		355		34		
10 – 11		380		341		22		
11 – 12		292		224		26		
A.M. 12 – 1		166		164		28		
1 – 2		119		110		11		
2 – 3		78		63		7		
3 – 4		45		46		4		
4 – 5		35		32		8		
5 – 6		74		32		9		
6 – 7		354		129		42		
TOTAL		13466		11551		1472	[illegible]	[illegible]

Traffic Count

LOCATION West Burnside St. 2nd & 3rd Ave. Date 3-11-72

WEATHER Cloudy & Rain BY: Robt. W. Shields Day Wednesday

TIME	①	②	
7:00 - 7:15	61	50	
7:15 - 7:30	96	92	
7:30 - 7:45	99	109	
7:45 - 8:00	124	128	- 473
8:00 - 8:15	104	150	
8:15 - 8:30	80	106	
8:30 - 8:45	42	81	
8:45 - 9:00	42	71	
9:00 - 9:15			
9:15 - 9:30	650.	787.	
9:30 - 9:45			
9:45 - 10:00			
10:00 - 10:15			
10:15 - 10:30			
10:30 - 10:45			
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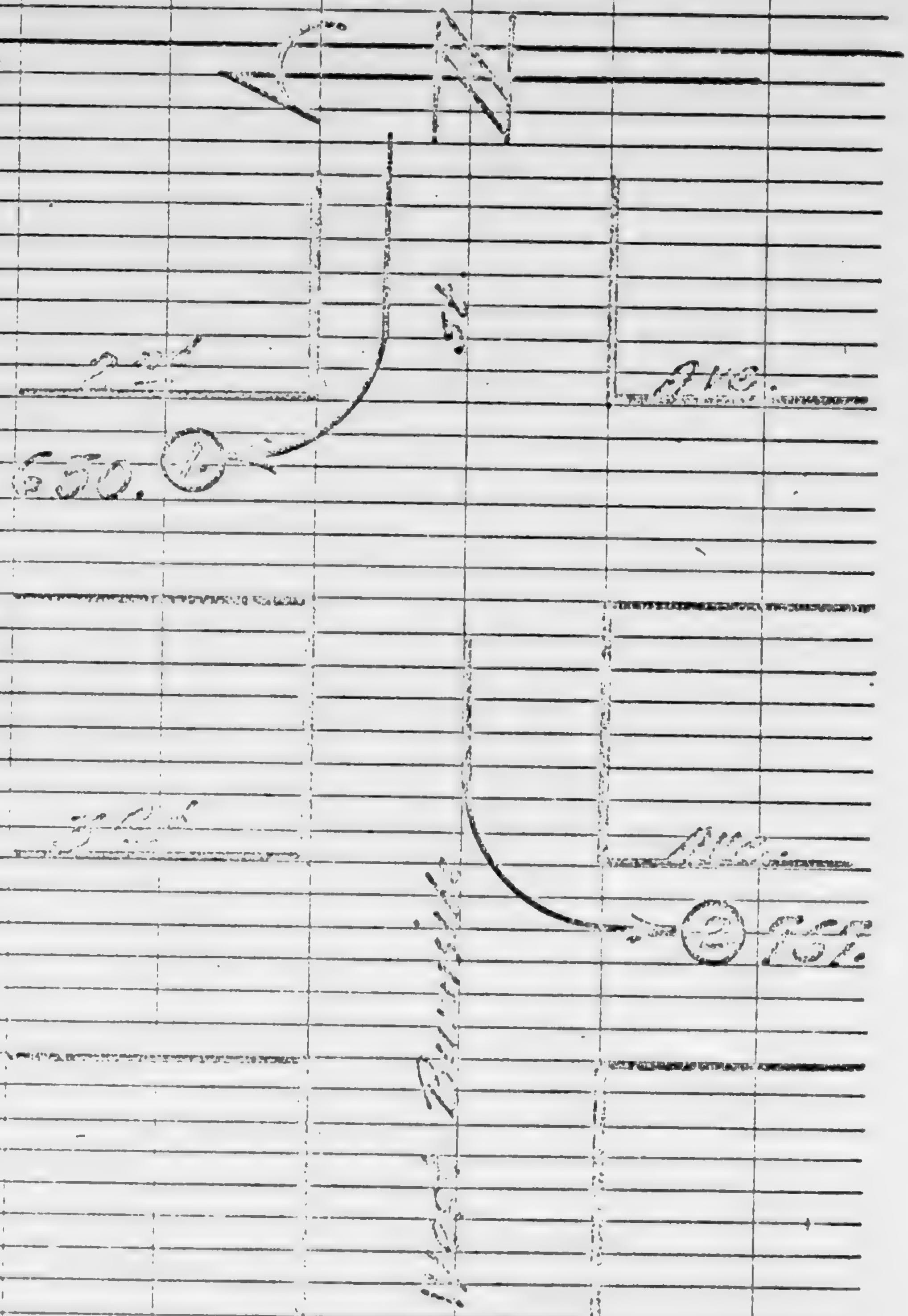
6:30 - 6:45			
6:45 - 7:00			
TOTALS			



Remarks:

Recorder RWS.

T

August 29, 1974

FROM: Thomas P. James

TO: D.E. Bergstrom

SUBJECT: UGN Building W. Burnside; Broadway to 8th Avenue

I met with Mr. Studd today and discussed his parking problems at the UGN building and in particular, the upcoming removal of parking on W. Burnside Street.

As a result of this conversation, I plan to change the three 2-hour spaces on the east side of Broadway between Burnside and Ash to 30 minute parking and the remaining 2-hour spaces on 8th Avenue between Burnside and Ankeny.

I think with a little shuffling I can enlarge the truck loading zone on the Broadway side of his building and I'll be talking with Tri-Met about relocating the existing bus zone. (I also see no reason for the 4 to 6 peak hour restriction on the Broadway side assuming we allow no parking at the beginning of the block where the building protrudes too close to the moving lane of traffic).

Mr. Studd seemed very reasonable and I believe resigned to the fact that parking will come off of this stretch of roadway. I assured him we would not turn our back on his needs. I also told him when we got close to the project, I would meet with him again and we would see what other changes, if any, should be made at that time.

Respectfully,

Thomas P. James
Assistant Traffic Engineer

TPJ:lla

RECEIVED
COUNTY & CITY SECTION
SEP 16 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

In the ____________ *Court of the State of Oregon*
for the County of Multnomah

____
____________________ Plaintiff

vs.

____
____________________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah ________ } ss

I, J.M. MCINTEER

being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregon Journal, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregon Journal for ONE successive and consecutive ISSUE on the following dates:

August 8, 1974

JM Mc Inteer
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 8th day of August 19 74

Notary Public for Oregon
My Commission Expires July 8, 1975

F-1703 My Commission expires: ________

NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of Portland proposes to hold corridor-design hearings pertaining to the improvement of West Burnside Street from 2nd Avenue to Park Avenue lying within or near the City of Portland, Multnomah County, Oregon.

The proposal consists of updating obsolete signal control equipment, increasing pedestrian safety by construction of a center median, landscaping both sides and center median the full length of the project, and improvement of traffic congestion by prohibition of parking on both sides of West Burnside.

An informal informational hearing will be held with plans for the proposal on display, in the Auditorium on the third floor of the Central Fire Station, 55 S.W. Ash in Portland, Oregon, between the hours of 8:00 A.M. and 5:00 P.M. on August 15, 1974. Interested persons may examine the plans and other pertinent information. Engineering personnel will be present to discuss the proposal.

The formal public hearing pertaining to the corridor-design features will be held in the Auditorium on the third floor of the Central Fire Station, 55 S.W. Ash, in Portland, Oregon, on August 15, 1974, beginning promptly at 1:30 P.M., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing.

A statement regarding the environmental effects this proposed project will have on the area is available at the Bureau of Traffic Engineering, 420 S.W. Main, Portland, Oregon, 97204, and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Mike Bauer, phone248-4295.

D.E. Bergstrom
Traffic Engineer
City of Portland, Oregon

RECEIVED
COUNTY & CITY SECTION
SEP 16 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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D.E. Bergstrom
Traffic Engineer
City of Portland, Oregon

In the ______________ Court of the State of Oregon
for the County of Multnomah

____
______________________________ Plaintiff

vs.

____
______________________________ Defendant

Affidavit of Publication

STATE OF OREGON

County of Multnomah ______________ } s.s

I, J.M. MCINTEER being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregonian for ONE successive and consecutive ISSUE on the following dates: ______

August 8, 1974

JMMcInteer
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 14th day of August 1974

Notary Public for Oregon

My Commission Expires July 8, 1975

F-1703

My Commission expires: ______________

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D.E. Bergstrom
Traffic Engineer
City of Portland, Oregon

In the ____________ Court of the State of Oregon
for the County of Multnomah

____
____________ Plaintiff
vs.
____
____________ Defendent

Affidavit of Publication

STATE OF OREGON
County of Multnomah } s.s

I, J.M. MCINTEER being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregon Journal, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregon Journal for ONE successive and consecutive ISSUE on the following dates:
July 12, 1974

JMcInteer
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 15th day of July 1974

Evelyn F. Muzio
Notary Public for Oregon

My Commission Expires July 8, 1975
My Commission expires: ____________

F-1703

In the ______ Court of the State of Oregon

for the County of Multnomah

______

______ Plaintiff

vs.

______

______ Defendent

Affidavit of Publication

STATE OF OREGON

County of Multnomah ______ } s.s

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July 11, 1974

JMMcInteer

Principal Clerk Of The Publisher

Subscribed and sworn to before me this 12th day of July 1974

Notary Public for Oregon

My Commission expires: My Commission Expires July 8, 1975

F-1703

NOTICE OF PUBLIC HIGHWAY HEARING

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D.E. Bergstrom
Traffic Engineer
City of Portland, Oregon

Affidavit of Publication

STATE OF OREGON, COUNTY OF MULTNOMAH,—ss.

I, I. J. CAPLAN, being first duly sworn, depose and say that I am the Manager of THE DAILY JOURNAL OF COMMERCE, a newspaper of general circulation as defined by ORS 193.010 and 193.020; published at Portland in the aforesaid County and State; that the

NOTICE OF PUBLIC
HIGHWAY HEARING Ad No. 2558

a printed copy of which is hereto annexed was published in the entire issue of said newspaper

for two xxxxxxxxxxxxxxxx times in the following issues:

July 11 & August 8, 1974

Case
No.

Subscribed and sworn to before me this 8th day of August 19 74

Notary Public for Oregon.

My Commission Expires Dec. 4, 1977

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Notice is hereby given that the City of Portland proposes to hold corridor-design hearings pertaining to the improvement of West Burnside Street from 2nd Avenue to Park Avenue lying within or near the City of Portland, Multnomah County, Oregon.

The proposal consists of updating obsolete signal control equipment, increasing pedestrian safety by construction of a center median, landscaping both sides and center median the full length of the project, and improvement of traffic congestion by prohibition of parking on both sides of West Burnside.

An informal informational hearing will be held with plans for the proposal on display, in the Auditorium on the third floor of the Central Fire Station, 55 S.W. Ash in Portland, Oregon, between the hours of 8:00 A.M. and 5:00 P.M. on August 15, 1974. Interested persons may examine the plans and other pertinent information. Engineering personnel will be present to discuss the proposal.

The formal public hearing pertaining to the corridor-design features will be held in the Auditorium on the third floor of the Central Fire Station, 55 S.W. Ash, in Portland, Oregon, on August 15, 1974, beginning promptly at 1:30 P.M., at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing.

A statement regarding the environmental effects this proposed project will have on the area is available at the Bureau of Traffic Engineering, 420 S.W. Main, Portland, Oregon 97204, and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Mike Bauer, phone 248-4295.

D. E. BERGSTROM,
Traffic Engineer,
City of Portland, Oregon

Published July 11 and Aug. 8, 1974. 2558-2Th

This portion may be detached.

Bureau of Traffic Eng.
420 S.W. Main
City of Portland, Oregon
Attn: Mr. M. Nishikawa

Ad No. 2558

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

August 19, 1974

From Department of Public Works

To Office of Traffic Engineering

Addressed to Donald E. Bergstrom

Subject Improvement of West Burnside Street from S.W. 2nd Avenue to S.W. 9th Avenue.

Concerning the above contemplated improvement, this office recommends that full consideration be given to incorporation of curb ramps in all design phases of the project. This would be in conformance with the City's policy of gradually making the sidewalks and streets more accessible to elderly and physically handicapped persons.

General specifications for the ramps may be found in the Code of the City of Portland (17.28.035) and in Oregon Revised Statutes (459.860). Additional information may be obtained by contacting Donald L. Coville, Bureau of Street and Structural Engineering at 248-4651.

It is respectfully requested that this letter be made a part of the minutes of the West Burnside Street Improvement hearing held in the City Council Chambers August 16, 1974.

CONNIE McCREADY
COMMISSIONER OF PUBLIC WORKS

DLC:jr

UGN

August 15, 1974

Mr. D. E. Bergstrom
Traffic Engineer
City of Portland
420 S. W. Main
Portland, Oregon 97204

Dear Mr. Bergstrom:

The proposal to eliminate parking on West Burnside Street between Second and Park Avenues would create serious problems for the tenants within the Community Service building, many of whom have a good deal of traffic from people who are dropped off or who come in for a short period of time and who use the parking meters in the area. As you know, parking is difficult here because of the limited number of service stations that are available to take transient parkers. All of the tenants except those on the ground floor are health and welfare organizations who have many clients as well as volunteers coming into our building.

In addition, it would create a serious problem of loading for these many small parcel deliveries that take place to our various offices throughout the day. Heavy loading could be handled by a transfer of a loading area to the western side of our building, but it would not be too practical for the many quick stop and start types of deliveries that flow in and out of the building.

A further problem would be the fact that during the Campaign, when we have sixty-five Loaned Executives coming and going throughout the day, we have been able to get from the City six hooded meters in fairly close proximity to our building for the use of the Loaned Executives, all of whom have appropriate stickers authorizing their use of these designated meters.

While supporting the objectives of the proposed plan, I feel that it is going to work a serious hardship on the tenants of our building. UGN has an investment of over $400,000 in this building, which was completely renovated after it was purchased in 1965. Currently it provides office space for 17 non-profit organizations. The UGN building has been an important factor in upgrading the locale. We fear that the loss of parking areas will compel some of our agencies to seek other quarters, as was the case with the Lutheran Family Services which moved out about a year ago, largely because of the shortage of parking for clients coming into their office.

6

Sincerely yours,

Howard R. Studd

Howard R. Studd
Executive Director

HRS:cs

3415

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 26, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed TOPICS Project**

There will be before you at the August 29 meeting a request from the City of Portland for approval of a TOPICS project.

Portland is requesting approval of a project to construct curbed islands and landscaping, revise existing traffic control signals, and restripe West Burnside between N.W. 2nd Avenue and N.W. Park Avenue. The total project cost is estimated to be $230,000, of which the State and City will each pay approximately $25,000.

This project has been investigated and is eligible for funding under the Federal-aid TOPICS Program.

I recommend your approval and request authority to sign the project agreement for and on your behalf.

Attachment

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
L. E. George
V. E. Skoog
J. H. Versteeg
Victor Wolfe
H. S. Cox
R. N. Bothman
Gary Sund
R. E. Whipps
Ted Spence

GEZ:ljt ja

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Funds

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
PORTLAND	N.W. 2nd Avenue-N.W. Park Avenue, West Burnside	$230,000	$180,000	$25,000

SUMMARY BY FISCAL YEAR (Federal TOPICS Funds)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	661,000	4,814,000
Balance	---	$209,000	$ 209,000
~~Proposed~~ New Projects (8/28/74)	---	180,000	180,000
Unprogrammed Balance	---	$ 29,000	$ 29,000

74-h
8/20/74

CITY OF PORTLAND
Proposed TOPICS Project

N.W. 2nd Avenue-N.W. Park Avenue (Portland) Section, West Burnside Street (FAP 1).

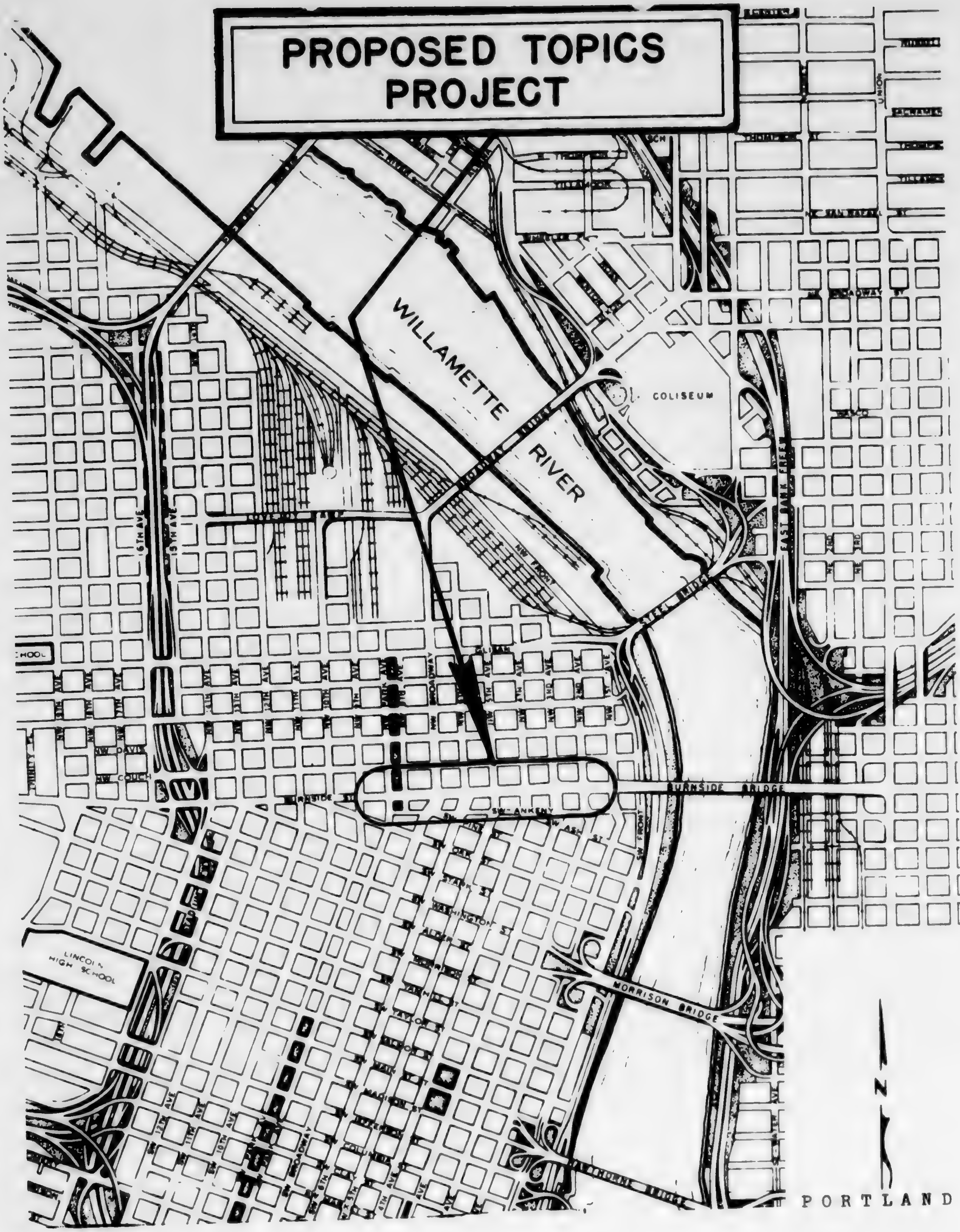
Signal revision, curbed island construction, striping and landscaping, $230,000.

A preliminary engineering project was approved December 12, 1972 to determine the best solution to the accident and capacity problems on this section. The City of Portland has completed the study and has held the location/design public hearing.

Prepare final plans, specifications and estimates; and award a contract for the construction of curbed islands and landscaping, revision of existing traffic control signals and restriping on West Burnside Street.

This project is exempt from District 2 and State Clearinghouse review per working agreements dated October 16, 1970 and April 28, 1970 respectively.

74-h
8/16/74


PROPOSED TOPICS PROJECT
WILLAMETTE RIVER
COLISEUM
16TH AVE
19TH AVE
NW FRONT
SCHOOL
BROADWAY
NW DAVIS
NW COUCH
BURNSIDE
SW ANKENY
SW ASH ST
BURNSIDE BRIDGE
SW FRONT
EAST BANK FWY
LINCOLN HIGH SCHOOL
MORRISON BRIDGE
BROADWAY
N
PORTLAND

8515

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

s/R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT W. Burnside St. between 2nd and Park Avenues
City of Portland
Multnomah County, Oregon
TOPICS Project

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT West Burnside Street is an east-west arterial street located on the north boundary of the central business district of Portland. To the north of W. Burnside lies an area of Portland called "Old Town." To the south of W. Burnside lies the Skidmore Fountain district and the major office, banking, governmental, and retail centers for the entire metropolitan area.

In order to improve safety and capacity for the 25,000 to 30,000 vehicles a day traveling on W. Burnside between 2nd Avenue and Park Avenue, the City of Portland proposes to reconstruct this section of street. The proposed construction would improve the existing connection for through traffic between the Burnside Bridge and upper W. Burnside and would provide a collector/distributor system for traffic entering and leaving the central business district.

It is proposed that this improved connection include a landscaped median to promote pedestrian activity and safety and also to form an appropriate terminus to the planned Transit Mall on S.W. 5th and 6th Avenues.

The project section extends 1,780 feet west of the Burnside Bridge. Existing curb-to-curb width will not be changed or disturbed. The proposal includes architecturally designed tree planting locations on both sides, the full length of the project.

Parking on W. Burnside will be completely removed from the west end of the Burnside Bridge to N.W. Park Avenue. In the existing curb-to-curb roadway width, which ranges from 76 feet to 83.5 feet, three lanes of traffic will flow west from the Burnside Bridge to N.W. Park Avenue, while eastbound traffic will travel in three lanes from N.W. Park Avenue to N.W. 4th Avenue. At N.W. 4th Avenue the increased curb pavement width will provide four eastbound lanes, carrying traffic through 3rd and 2nd Avenues onto the Burnside Bridge.

The existing signal installations on W. Burnside at 2nd, 3rd, 4th, 5th, 6th and Broadway are over 22 years old and in need of replacement. Plans call for clearing some of the present clutter of signal equipment by installing mast arms, updating the signal controllers, and providing a future tie-in to the existing computer-controlled system in the central business district.

Traffic is flowing at service level "D"[1] during A.M. and P.M. peaks and some off-peak hours. Traffic accidents along this eight-block section average between 70 and 100 per year. With the congested traffic, air pollution is becoming an increasing concern. The Department of Environmental Quality Continuous Air Monitoring Station (CAMS) at 718 W. Burnside Street identifies the W. Burnside at Broadway area as one of the more severe carbon-monoxide air pollution areas in Portland.[2]

PURPOSE OF PROJECT

This project will improve roadway conditions along W. Burnside from 2nd Avenue to Park Avenue, again making W. Burnside a viable part of downtown Portland. Specific objectives of this project are to replace and upgrade traffic signal control equipment; to connect the W. Burnside signal system into the computer-controlled system; to improve air quality along W. Burnside by improving traffic flows, as specified in the Clean Air Plan for Portland; to meet the guidelines as specified for traffic in the Downtown Portland Parking Plan; to provide better access for transit vehicles traveling to and from the 5th-6th Avenue Transit Mall; to beautify and upgrade the appearance of W. Burnside by providing the opportunity for landscaping in the center median and sidewalk areas.

[1] Service levels for downtown streets are defined in the attached sheet.

[2] Department of Environmental Quality, Portland Transportation Control Strategy, Sec. 7.

By removing parking and updating the present signal control equipment, capacity will be increased and traffic flow will be improved from its present level of service "D" to a more stable level of service "C." The improved traffic flow, along with the elimination of the left-turn movement at 3rd Avenue, will reduce vehicular accidents, while the raised median will provide a mid-point safety island for pedestrians.

DISCUSSION OF ENVIRONMENTAL IMPACTS

1) Parking

At present, parking is permitted on W. Burnside, with peak-hour restrictions to facilitate peak traffic movement. It is proposed to eliminate 117 metered spaces and nine special zones, in accordance with the provisions of the Department of Environmental Quality's Transportation Control Strategy for downtown Portland.

The DeLeuw, Cather and Company Downtown Portland Parking Plan also supports the objective to reduce and, wherever appropriate, remove curb parking.

Special provisions will be made for parking on adjacent side streets to take care of special zone requirements, e.g., loading and taxi zones. Existing parking on the side streets will be adjusted as much as possible in order to accommodate parking requirements for W. Burnside properties.

2) Pedestrians

Pedestrian crosswalks are planned for every intersection. These crossings will be signalized with pedestrian "Walk" and "Don't Walk" signals. Each end of the landscaped median will provide a six-inch raised fourteen-foot wide intermediate point in the crosswalk.

3) Landscaping

Median and sidewalks are to be planted with trees. The type of tree will be selected by landscape architects to provide visual continuity of the planned Transit Mall, which ends at W. Burnside on S.W. 5th and 6th Avenues.[3]

4) Auto and Service-Vehicle Circulation

West Burnside lies within a one-way traffic grid, where the intersecting streets are in an alternating one-way pattern. Left turns are prohibited at all intersections, except S.W. 3rd Avenue. This remaining left turn from Burnside will be eliminated. In view of the difficulty of turning left in heavy traffic, the one-block circulation for desired left turns is convenient, can be safely executed, and is efficient.

[3] Skidmore, Owings, and Merrill, Transit Mall Study.

5) Economic Impact

Fears that retail sales would drop if on-street parking is prohibited are nullified by the fact that most of the businesses along Burnside -- such as small shops, cafes, missions, and small hotels -- are pedestrian-oriented. Establishments such as service stations are improved and made more accessible by removal of parking.

Approximately 80 percent of the existing parking spaces being removed are for long-term parking of six hours and longer and are not being used by shoppers who frequent the business establishments.

6) Air Quality Impacts

In general, the boulevard plan will have a beneficial impact on air quality. The project will not generate additional traffic but will provide a higher level of service. This lessening of congestion will reduce air pollution rather than increase it.

BASIS FOR
NEGATIVE
DECLARATION

An analysis of information gathered shows that the proposed project will not degrade the social or natural environment. No additional right-of-way or street width will be necessary. This project will not generate increased volumes and therefore will not create additional noise or auto pollutants. The impact caused by the proposal to eliminate on-street parking will be lessened by providing truck loading zones on the intersecting side streets. And with the benefits of improved traffic flows on air quality, along with the boulevard beautification, pedestrian activity will be increased, creating a predominantly pedestrian-oriented business community of cafes, small shops, missions, and small hotels.

In conclusion, the Oregon State Highway Division feels that this project does not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

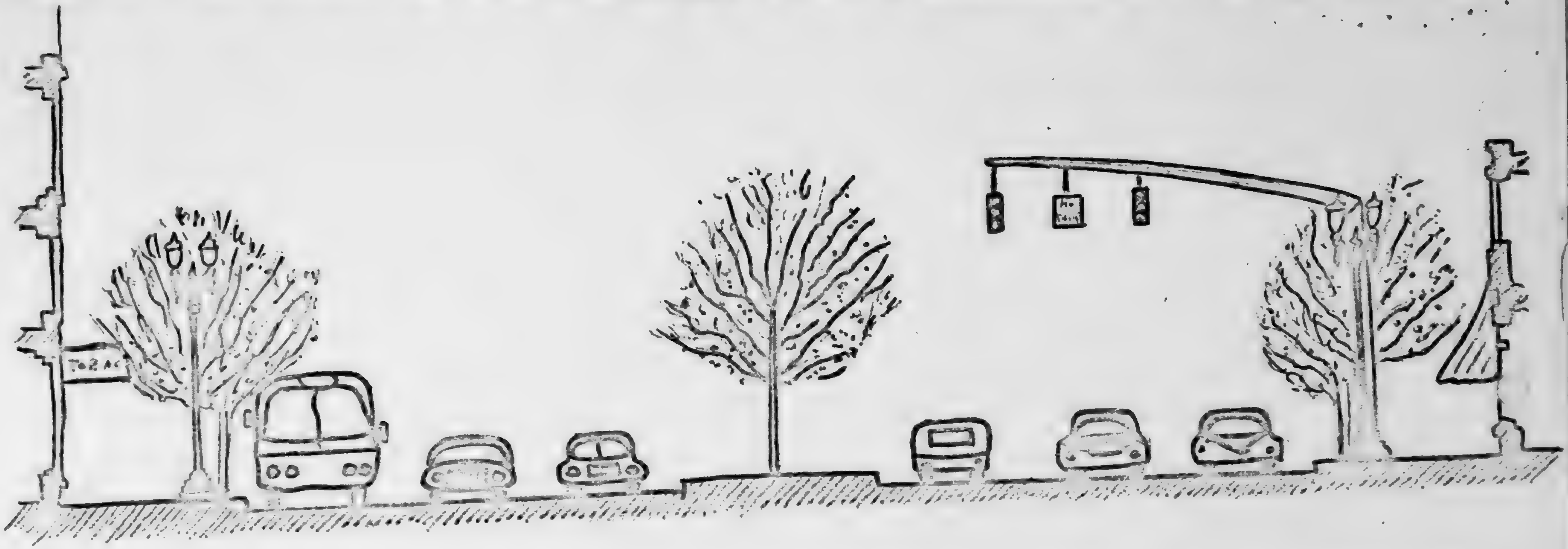
Endorsement to Oregon State Highway Division

Concur ______________ Date 6-21-74
Division Engineer

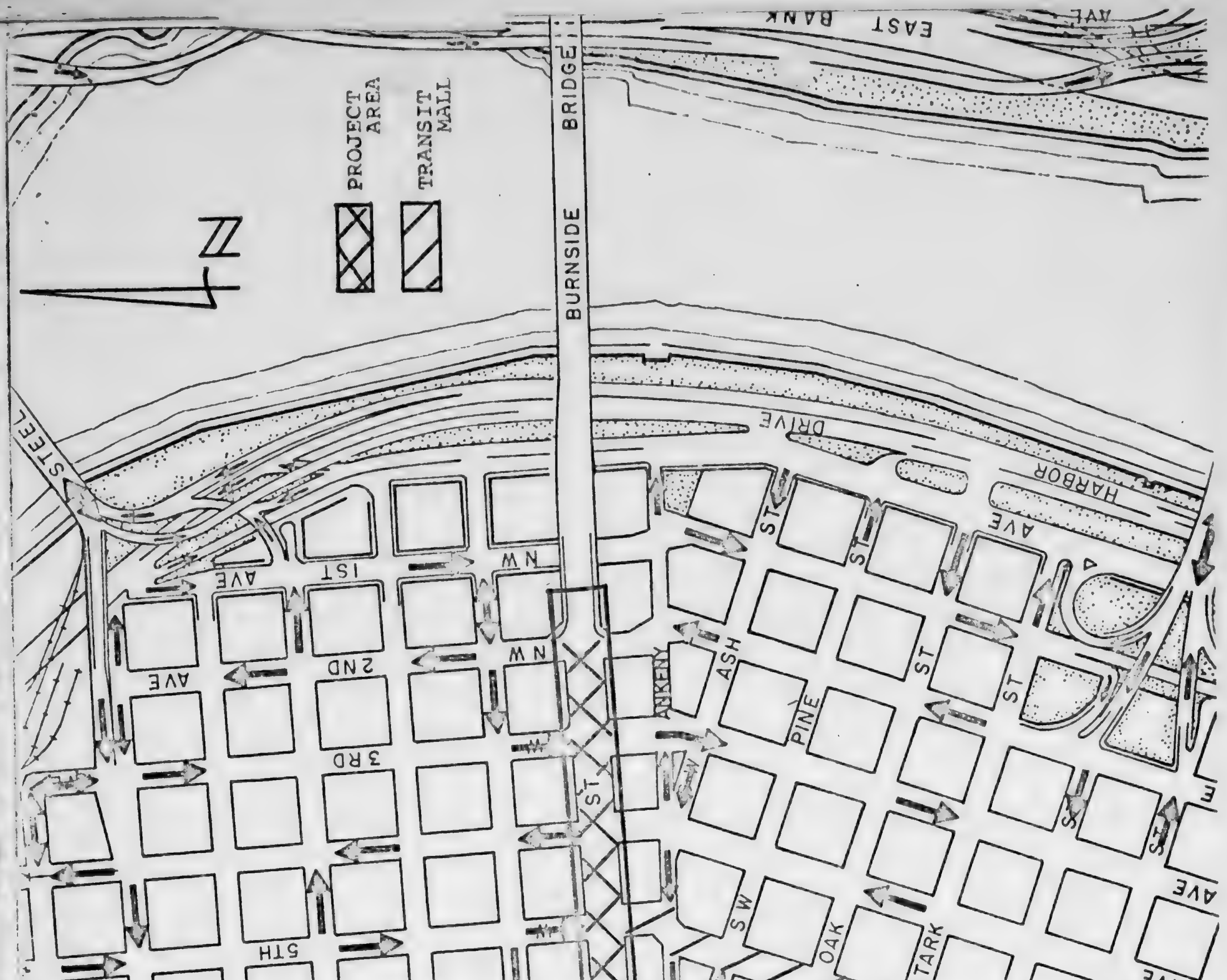
LH:pr
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
V. D. Wolfe
L. W. Rulien
Alfred Shirley
R. N. Bothman
Mayor Neil Goldschmidt

LEVELS OF SERVICE FOR DOWNTOWN STREETS

A	Free Flow (relatively -- some stops will occur)	Greater than 25 MPH
B	Stable Flow (delays not unreasonable)	Greater than 20 MPH
C	Stable Flow (delays significant but acceptable)	Greater than 15 MPH
D	Approaching Unstable Flow (delays tolerable)	Greater than 10 MPH
E	Unstable Flow (congestion not due to back-up ahead)	Less than 10 MPH
F	Forced Flow (jammed)	Stop and Go

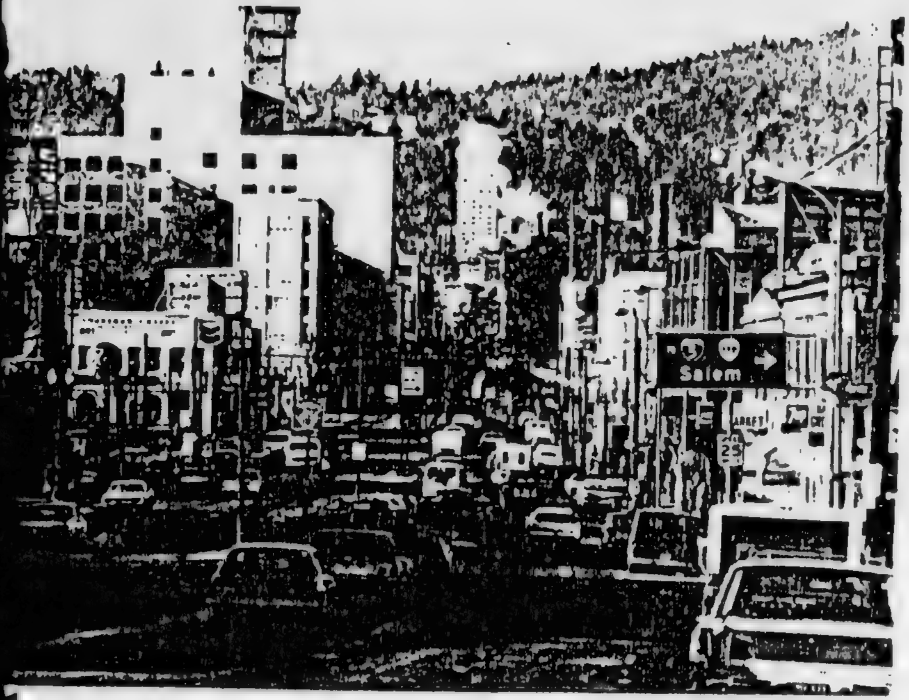


TYPICAL CROSS SECTION


PROJECT AREA
TRANSIT MALL
N
BURNSIDE BRIDGE
EAST BANK
AVE
STEEL
HARBOR DRIVE
NW 1ST AVE
NW 2ND AVE
3RD
5TH
6TH
NW BROADWAY AVE
NW 8TH AVE
PARK
9TH
10TH
W
BURNSIDE ST
ANKENY
ASH ST
PINE ST
ST
SW OAK
STARK
SW WASHINGTON
ALDER
SW
AVE
ST
9TH

WEST BURNSIDE ST.

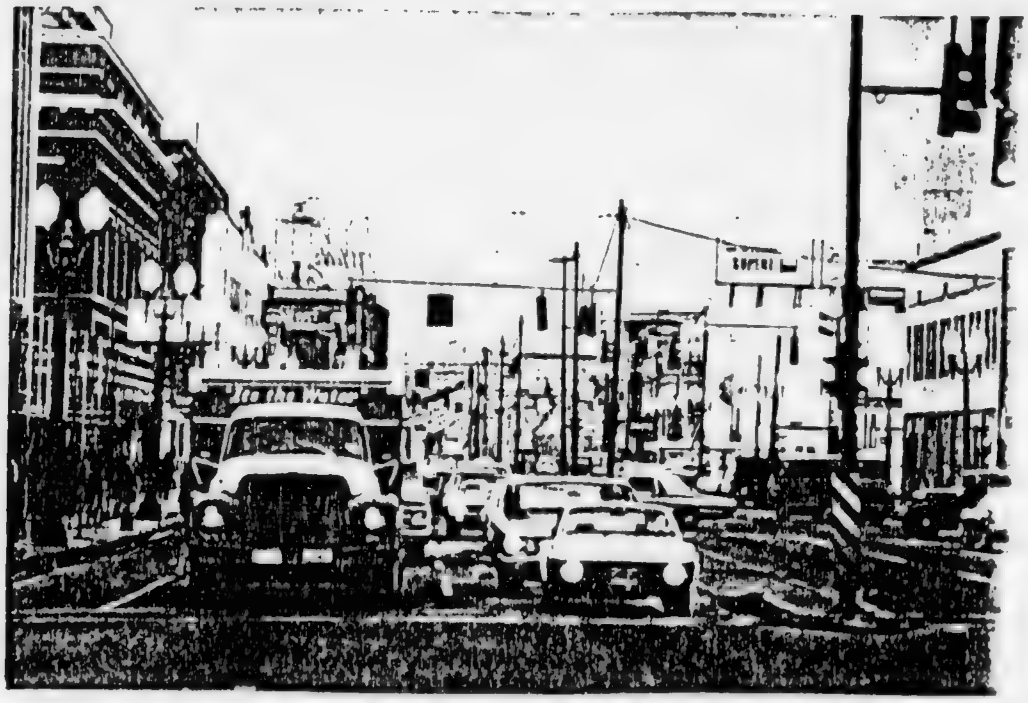
TOPICS PROJECT



Prepared By:

Bureau of Traffic Engineering

February 1974



OBJECTIVES

1. To replace and upgrade traffic signal control equipment at intersections on W. Burnside from 2nd to Broadway.
2. To change existing traffic lanes in order to provide a balanced transition for traffic between the Burnside Bridge and upper W. Burnside Street.
3. To connect the W. Burnside signal system into the computer control system.
4. To improve air quality along W. Burnside by improving traffic flows as specified in the clean air plan.
5. To meet the guidelines as specified for traffic in the downtown plan.
6. To provide better access for transit vehicles traveling to and from the 5th-6th Street Transit Mall.
7. To beautify and upgrade the appearance of W. Burnside by providing the opportunity for landscaping in the center median and sidewalk areas.

PLAN I

Proposes 3 lanes westbound on Burnside from 2nd to Park, 3 lanes eastbound from Park to 4th Avenue, and 4 lanes eastbound from 4th to the Burnside Bridge. There is generally a 14' wide median between blocks from 2nd to Park with no parking allowed at any time. No changes are called for on W. Burnside from Park to 19th. The existing signals along W. Burnside from 2nd to Broadway would be remodeled and connected to the computer system.

Estimated Cost of this Project = $200,000

PLAN II

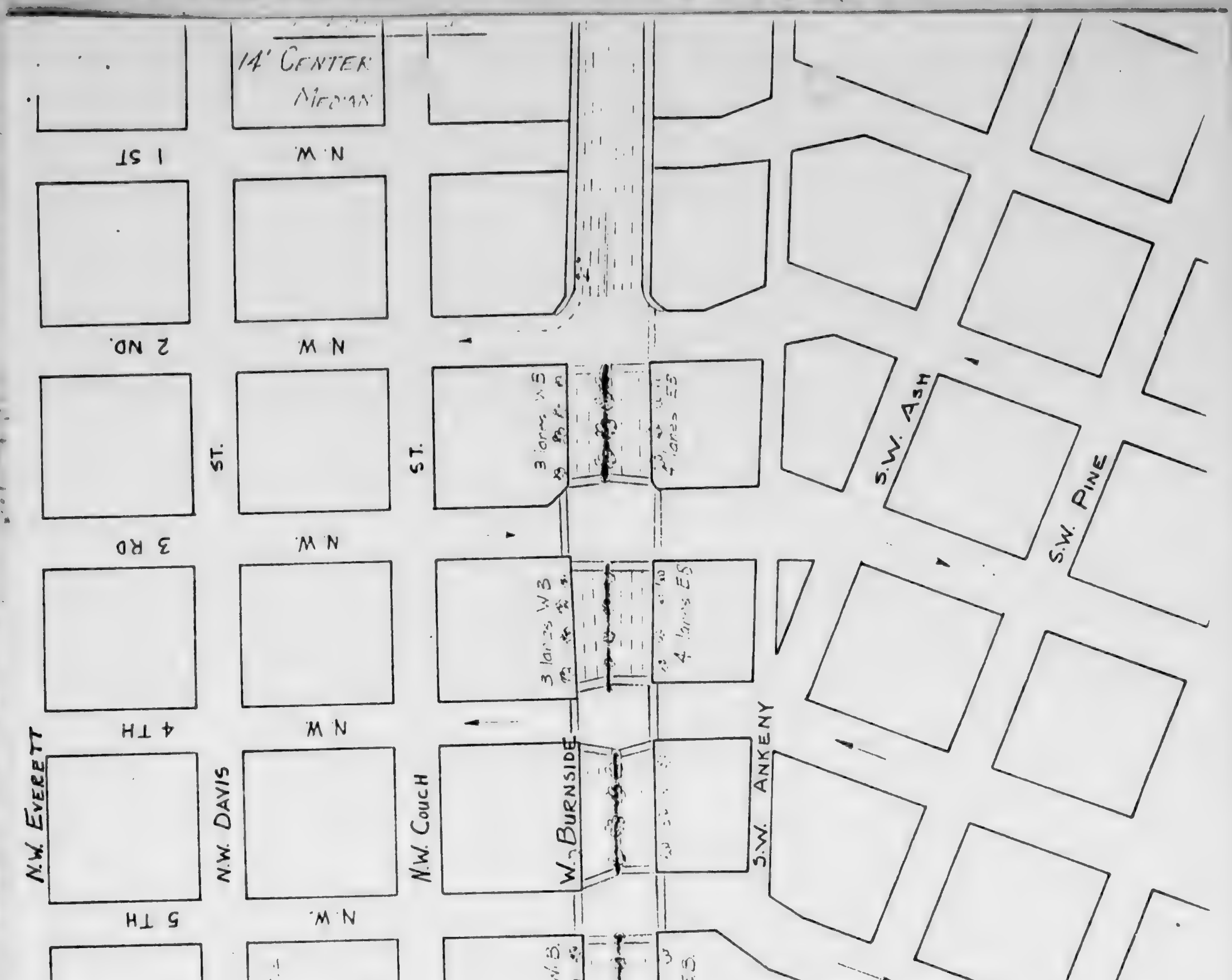
Proposes 2 lanes westbound on Burnside from 2nd Avenue to Park Avenue, 4 lanes eastbound from 4th to the Burnside Bridge. There is a 14' wide median between blocks from 2nd to Park with no parking allowed at any time along this section. Couch Street would be utilized in this plan and be striped for 2 lanes one way westbound from 2nd Avenue to 19th Avenue. Signals would be installed along Couch Street and the existing signals on W. Burnside from 2nd to Broadway would be remodeled and connected to the computer system.

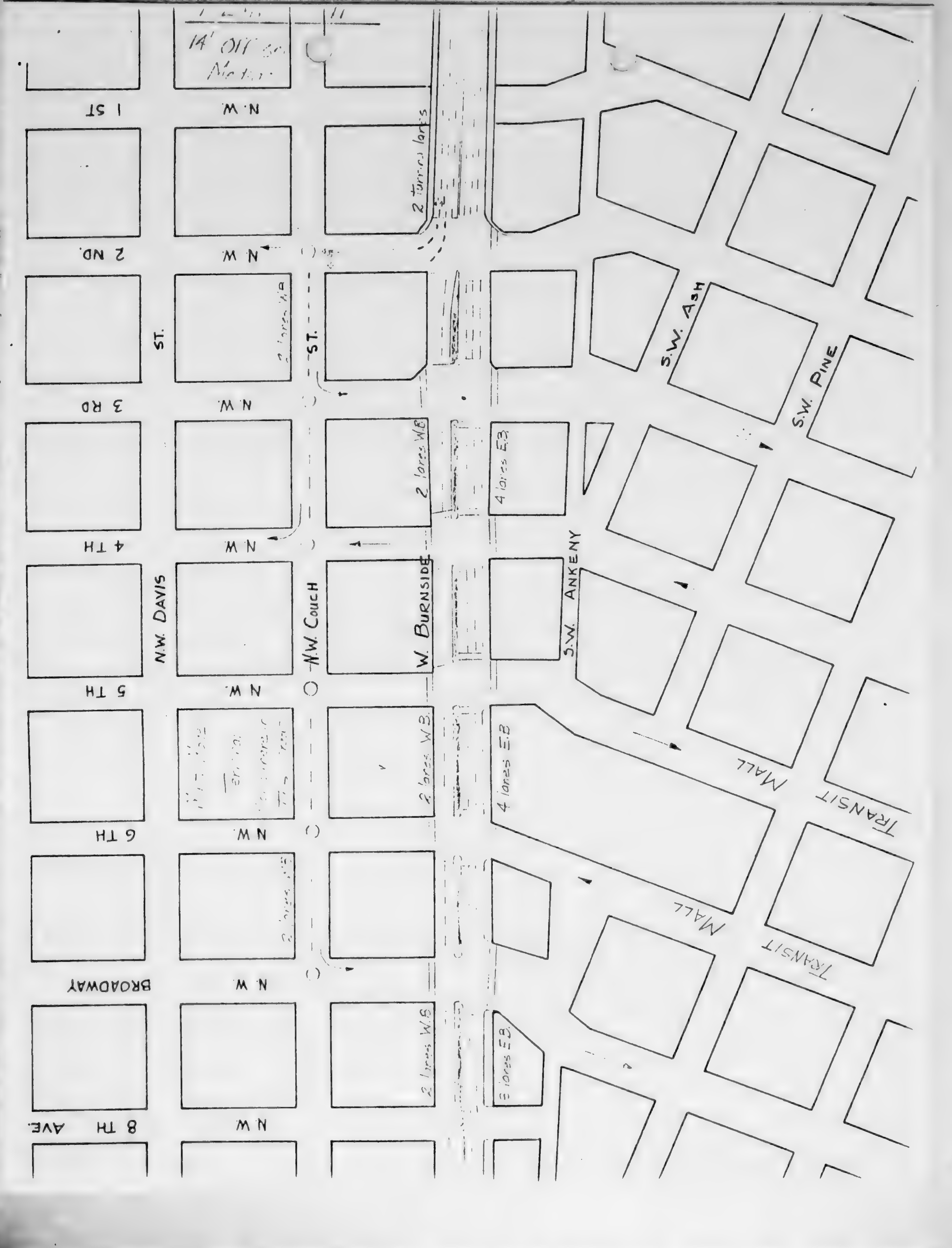
Estimated Cost of this Project = $310,000

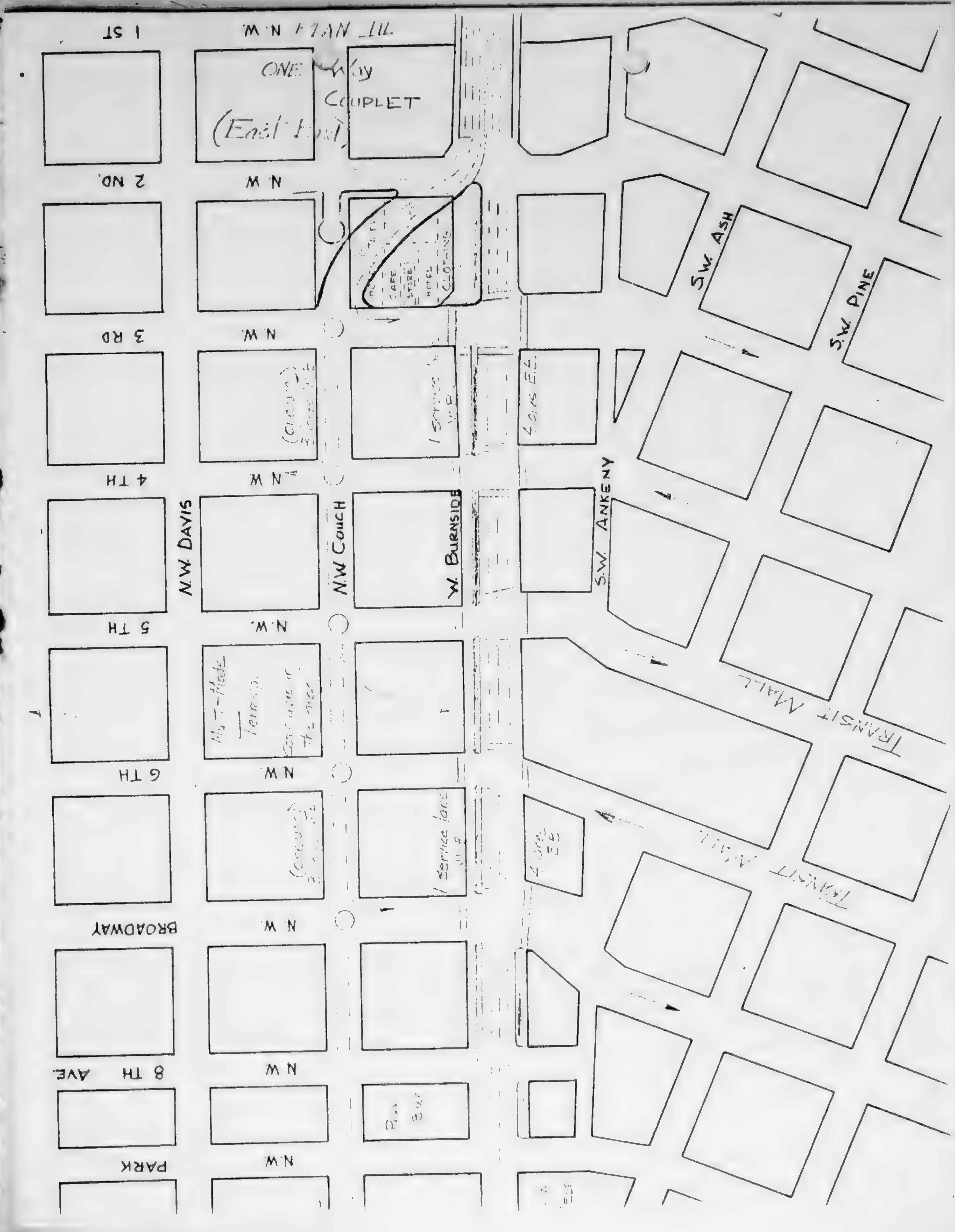
PLAN III

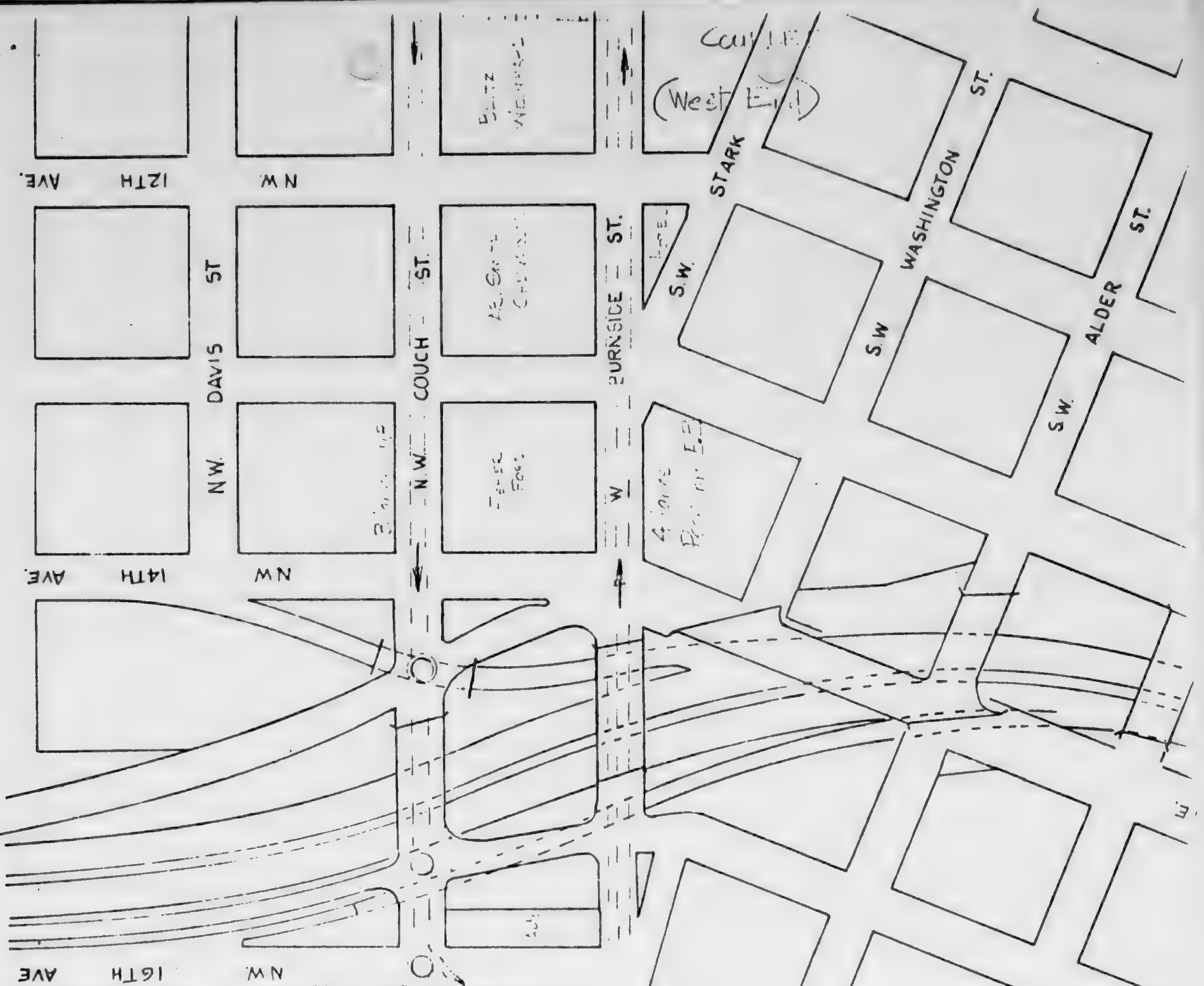
Proposes a W. Burnside-Couch couplet from 2nd Avenue to 16th Avenue or 19th Avenue with 4 lanes eastbound on Burnside and 3 lanes westbound on Couch Street. There is a 14' wide median between blocks from 2nd to Park with a service lane westbound on W. Burnside from 3rd to Park. Signals would be installed along Couch Street and the existing signals on W. Burnside from 2nd to Broadway would be remodeled and connected to the computer system.

Estimated Cost of this Project = $1,280,000


14' CENTER MEDIAN
N.W. 1 ST
N.W. 2 ND.
N.W. 3 RD
N.W. 4 TH
N.W. 5 TH
N.W. 6 TH
N.W. BROADWAY
N.W. 8 TH AVE.
ST.
ST.
N.W. EVERETT
N.W. DAVIS
N.W. COUCH
W. BURNSIDE
S.W. ANKENY
S.W. ASH
S.W. PINE
TRANSIT MALL
TRANSIT MALL
3 lanes WB
4 lanes EB
3 lanes WB
4 lanes EB
3 lanes WB
3 lanes EB
3 lanes WB
3 lanes EB


14' Off
N.W. 1 ST
2 turning lanes
N.W. 2 ND.
N.W. 3 RD
N.W. 4 TH
N.W. 5 TH
N.W. 6 TH
N.W. BROADWAY
N.W. 8 TH AVE.
N.W. DAVIS ST.
N.W. COUCH ST.
W. BURNSIDE
2 lanes W.B
2 lanes W.B
2 lanes W.B
2 lanes W.B
2 lanes W.B
4 lanes E.B
4 lanes E.B
3 lanes E.B.
S.W. ANKENY
S.W. ASH
S.W. PINE
TRANSIT MALL
TRANSIT MALL


1 ST
N.W. FRONT
ONE Way COUPLET
(East End)
2 ND. N.W.
CAFE
STORE
HOTEL
CLOTHING
3 RD N.W.
1 service lane W.B.
Lane E.B.
4 TH N.W.
N.W. DAVIS
N.W COUCH
W. BURNSIDE
S.W. ANKENY
S.W. ASH
S.W. PINE
5 TH N.W.
Mall-Mode Terminal
6 TH N.W.
TRANSIT MALL
TRANSIT MALL
1 Service lane W.B.
BROADWAY N.W.
8 TH AVE. N.W.
PARK N.W.


Couplet
(West End)
NW 12TH AVE.
N.W. DAVIS ST
N.W. COUCH ST.
W. BURNSIDE ST.
S.W. STARK
S.W. WASHINGTON ST.
S.W. ALDER ST.
NW 14TH AVE.
NW 16TH AVE
NW 17TH AVE.
NW 18TH AVE.
NW 19TH AVE
AVE.
16TH AVE.
S.W. 17TH AVE.
AVE

PROJECTED TRAFFIC COUNTS ON W. BURNSIDE

PLAN I

Burnside Bridge	2nd- 3rd	3rd - 4th	4th - 5th	5th - 6th	6th-Brdway	Brdwy Park	Park- 9th
WEST BOUND 18,000 vpd	3 lanes 13,000 vpd Service Level "C"	3 lanes 13,000 vpd "C"	3 lanes 14,500 vpd "C"	3 lanes 14,500 vpd "C"	3 lanes 14,500 vpd "C"	3 lanes merge to 2 lanes 13,500 vpd "C-D"	2 lanes 13,500 vpd "D"
EAST BOUND 20,000 vpd	4 lanes 17,500 vpd Service Level "C"	4 lanes 17,500 vpd "C"	3 lanes 15,000 vpd "C"	3 lanes 14,000 vpd "C"	3 lanes 14,000 vpd "C"	3 lanes 12,500 vpd "B-C"	2 lanes 12,500 vpd "D"

PLAN II

WEST BOUND 18,000 vpd	2 lanes 10,500 vpd Service Level "C-D"	2 lanes 10,500 vpd "C-D"	2 lanes 11,000 vpd "D"	2 lanes 11,000 vpd "D"	2 lanes 11,000 vpd "D"	2 lanes 10,500 vpd "C-D"	2 lanes 10,500 vpd "C-D"
EAST BOUND 20,000 vpd	4 lanes 17,500 vpd Service Level "C"	4 lanes 17,500 vpd "C"	4 lanes 15,000 vpd "B"	4 lanes 14,000 vpd "B"	4 lanes 14,000 vpd "B"	3 lanes 12,500 vpd "B-C"	2 lanes 12,500 vpd "D"

PLAN III

WEST Bound on COUCH St. 18,000 vpd	4 lanes 17,000 vpd Service Level "C"	3 lanes 14,000 vpd "C"	3 lanes 15,500 vpd "C"	3 lanes 15,500 vpd "C"	3 lanes 15,500 vpd "C"	3 lanes 14,500 vpd "C"	3 lanes 14,500 vpd "C"
EAST BOUND on BURNSIDE 20,000 vpd	4 lanes 18,500 vpd Service Level "B"	4 lanes 18,500 vpd "B"	4 lanes 16,000 vpd "B"	4 lanes 15,000 vpd "B"	4 lanes 15,000 vpd "B"	4 lanes 13,500 vpd "B"	4 lanes 13,000 vpd "B"

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

(T)

February 21, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 26 1974
☑ ENGR. ☑ COOR. ☑ E ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. F. B. Klaboe, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Richard Bladorn

Dear Mr. Klaboe:

The purpose of this letter is to inform the Oregon State Highway Division that the City of Portland intends to proceed with TOPICS Project for W. Burnside which will utilize the entire balance of TOPICS funds allocated to the city in the amount of $229,000.

Our schedule has been somewhat delayed, but we anticipate that the project will be presented to the City Council during the latter part of March, and an application will be filed with you by April 1, 1974.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

(✓) 4-[illegible]-74
[illegible]
in a discussion [illegible]
decided detailed [illegible]
proposal - [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
FEB 25 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-26-74
original to Dick Bladorn
cc: Young

Form [illegible]—3M—1-57

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section NW 2nd Avenue-NW 19th Avenue

Highway West Burnside St. (Portland)

Date October 15 1973

County Multnomah

Authorization No. 1

TOPICS T-5025(23)

Survey Prefix 26-0612
(Assigned by Salem office)

Description of termini, route, length, etc.:

The project limits are NW 2nd Avenue and NW 19th Avenue along West Burnside. The overall length is 0.96 mile.

Purpose of survey:

To consider 3 alternative methods of handling traffic on West Burnside between the listed termini. The three alternates are (1) Center left turn refuge, (2) off-set left turn refuge and (3) a couplet system with NW Couch.

RECEIVED
COUNTY & CITY SECTION
OCT 29 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☒ RPE ☐

Estimate of cost:

Field	901	$6,000.00	- City
Plans	905	500	- State
Traffic	911	1,500	- State
Spec's	921	250	- State

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 8,250

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

ommended for Approval:

Division Engineer

Recommended for Approval:
Victor D Wolf
Location ~~Construction~~ Engineer

Approved:
E J Hunter
Ass't State Highway Engineer

State Printing 241

OFFICE ENGINEERING SECTION
P. E. APPR. 1-10-73
FED. AID Topics STATE

53499

AUD 10-825-300 6-71

REMITTANCE ADVICE

PLEASE DETACH BEFORE DEPOSITING →

PURCHASE ORDER		YOUR INVOICE NO	GROSS AMOUNT OR CREDIT MEMO ◇	DISCOUNT	NET AMOUNT	ACCOUNT DISTRIBUTION			G/L
DATE	NUMBER					FUND	FUNCTION	OBJECT	
CONTRACT 13902			DEPOSIT TOPICS PROJECT W BURNSIDE-2ND-19TH ORD 137019						
.010.73			1,200.00		1,200.00	14,013,504			

CITY OF PORTLAND, OREGON

GEORGE YERKOVICH
AUDITOR OF THE CITY OF PORTLAND

RECEIVED
OSHD FINANCE BRANCH
Check # 53499 Amt. $1,200
By C C Haudes Date 10/15/73
For ADVANCE DEPOSIT

CLR-DT FILE #502523

RECEIVED
COUNTY & CITY SECTION
OCT 15 1973
☑ ENGR. ☑ COOR. ☐ uE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

TRA 13
Rtld.

MISC. CONTRACTS and
AGREEMENTS No. 41815

September 17, 1973

City of Portland
City Hall
Portland, Oregon 97204

Attention: George Yerkovich
Auditor

Gentlemen:

Attached for your records are two fully executed copies of a TOPICS agreement covering an engineering study on West Burnside Street between N.W. 2nd Avenue and N.W. 19th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

G. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.
cc H. S. Cox (agree. att.)

REC[illegible]
COUNTY & CITY [illegible]
☑ ENGR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UFF ☑ CE ☐ [illegible] ☐ [illegible]

Y FOR MR. H. S. Cox
From Cecil Head, Secretary

CONTRACTS COMPLETED RESOLUTION

3-6-73

WHEREAS, the Engineer has reported that State Highway Commission contracts for the construction of State Highway projects have been completed and have been accepted by the Commission as follows:

Contract No. 7312 with Willamette River Constructors for grading, paving, structures and traffic control devices on the E. Fremont Interchange, Unit C Section of the Stadium Freeway in Multnomah County accepted February 2, 1973.

Contract No. 7367 with Gordon H. Ball, Inc., for grading, paving and structure on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County accepted February 16, 1973.

Contract No. 7481 with Morse Bros., Inc., for grading, paving, structures and signing on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County, accepted January 31, 1973.

Contract No. 7492 with Paul Zimmerly Road Constr., for grading and paving on the Gellatly Summit Section of the Corvallis-Newport Highway in Benton County accepted February 26, 1973.

Contract No. 7521 with G. D. Dennis & Sons, Inc., for grading, paving and structure on the Willow Flat Road-Fikes Corner Section of the Mt. Hood Highway in Hood River County accepted March 1, 1973.

Contract No. 7640 with All City Landscape, Division of Moore Clear Co., for landscape improvement in Driftwood Beach State Wayside in Lincoln County accepted February 8, 1973.

Contract No. 7652 with L. W. Vail Co., Inc., for grading, paving, and structures on the Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County accepted February 16, 1973.

Contract No. 7657 with S. D. Spencer & Son for grading and paving on the Mile Point 39.2 Slide Section of the Sunset Highway in Washington County accepted January 31, 1973.

FAS Contract No. 7659 with Garrett & Thomas Const., for slide correction on the Cape Meares Loop Road and Bay Ocean Road Sections of FAS 616 in Tillamook County accepted January 29, 1973.

Contract No. 7673 with Gannon's Landscaping for roadside improvement on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County accepted February 14, 1973.

T Contract No. 7682 with Kern Electric Co., a Division of Consolidated Comstock Co., Inc., for traffic signals on S.W. 72nd Avenue and S.W. Greenburg Road in Tigard on the Pacific Highway West in Washington County accepted February 27, 1973.

March 6, 1973

T ✓ Contract No. 7688 with Hamilton Electric, Inc., for traffic signals on 9th St.-14th St. in Astoria on the Columbia River Highway in Clatsop County accepted January 30, 1973.

✓ Contract No. 7692 with Electric Corporation for traffic signals and illumination on the Market Street Interchange Section of the Pacific Highway in Marion County accepted January 26, 1973.

✓ Contract No. 7745 with Workman-Nelson for structure of the Little Nestucca River (Meader) Bridge on the Little Nestucca Highway in Tillamook County accepted February 2, 1973.

FAS ✓ Contract No. 7765 with Ross Bros. Construction, Inc., for structure of the Grande Ronde River (Clark Creek) Bridge on FAS 957 in Union County accepted February 27, 1973.

City ✓ Contract No. 7776 with North Santiam Sand & Gravel, Inc., for grading and paving on Church Street in Jefferson in Marion County accepted February 2, 1973.

Co. [illegible] ✓ Contract No. 7808 with Marion Construction Co., Inc., for structure of the Bilyeu Creek (Camp Morrison) Bridge on County Road 830 in Linn County accepted January 31, 1973.

X Contract No. 7810 with Ross Bros. Construction, Inc., for grading, surfacing, and structure on the East Beaver Creek (Park) Bridge Section of the East Beaver Creek Road in Tillamook County accepted February 13, 1973.

✓ Contract No. 7815 with Schrader Construction Co., Inc., for bridge repair on the Molalla River (Meadowbrook) Bridge on the Woodburn-Estacada Highway in Clackamas County accepted February 26, 1973.

✓ Contract No. 7836 with DaTone Construction Co. for slide correction on the Lost Creek Section of the Crater Lake Highway in Jackson County accepted January 31, 1973.

FAS ✓ Contract No. 7842 with Hamilton Construction Company for structure of the Squaw Creek Canal Bridge on FAS 853 (Three Creeks Lake Road) in Deschutes County accepted February 13, 1973.

THEREFORE BE IT RESOLVED by this Commission as follows:

1. That the work covered by said State Highway contracts be declared completed according to the terms of the respective contracts and final payment in connection with each is hereby confirmed.

2. That this resolution be entered in the minutes and records of this Highway Commission as "Contracts Completed Resolution No. 209," this 6th day of March, 1973.

[illegible]

FOR FILING

Topics
Ptld.

G. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

January 3, 1973

L. H. Young
Programing Engineer

Program Data Submission
Project T-5025(23)

We are submitting program data for one TOPICS project, Item No. 76, Project No. T-5025(23), "NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The proposed project covers all phases of preliminary engineering except PS & E preparation. We hereby request your authorization for the State and City of Portland to proceed with the project through Location/Design approval. FHWA concurred by Memorandum dated June 3, 1970, that the City of Portland is adequately staffed and equipped to perform preliminary engineering work on TOPICS projects.

The project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

JG:bb
Enclosures

TRANSACTION NUMBERS 1-8 AND 1-9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

DATE 1-10-73

BY (Signature) MR. YOUNG'S LETTERS OF JANUARY 3, 1973

TITLE PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 76 THRU 77

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
76	T-5025(23)	0.52	6,000	3,700	N.W. 2ND AVE.-N.W. 19TH AVE. (WEST BURNSIDE ST. PORTLAND) MULTNOMAH COUNTY	PRELIMINARY ENGINEERING
77	T-5025(24)	0.15	42,000	26,400	EAST BURNSIDE STREET AT S.E. 39TH AVE. (PORTLAND) MULTNOMAH COUNTY	PRELIMINARY ENGINEERING - GRADE HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS.

1-10-73

RECEIVED
STATE HWY ENGR
JAN 12 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

REMARKS (Division)

OU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN PROVAL.

NOTED
R. D. ASBURRY

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE 1-10-73

SIGNATURE AND TITLE G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

Copy - Wolfe 1-15-73

GPO 915.890

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO. 1-8

DATE SUBMITTED TO W.O. 1-3-73

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30 NW 2nd Ave to NW 19th Ave (Portland) 65	ADT	PRESENT 28,000	FUTURE (66) 47,000 (70)	YEAR (71) 93 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) H 6 (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 T- 23	NUMBER 7 5025

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Multnomah	CODE 051 (14) (16
	NAME OF URBAN AREA 17-31 Portland 0-7	ROUTE NO. T p	FEDERAL-AID 1 (32) STATE 2W (36) (37) U.S. 30 (41

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	**PE**	3	US 30 NW 2nd Ave. to NW 19th Ave. (Portland)	0.52	6,000	3,700	1,150	1,150 (City)
5					**ROW**		"NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Section"					
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.52	(16) 6,000 (23)	(24) 3,700 (33)	1,150	1,150 (City)
1	14	PROGRAM APPROVAL DATES					REMARKS	

RECEIVED
COUNTY & CITY SECTION
JAN 12 1973
☐ ENGR. ☑ COOR. ☐ [illegible]E ☐ LAE ☒ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

1973

OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-8
'973

FORM PR-1
(REV. 4-61)

1-3-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

T

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S 30 NW 2nd Ave to NW 19th Ave (Portland)		28,000	47,000	93	10	Oregon	35	077	76

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
neering						A6		T-	5025	(23)		

PROJECT NUMBER
I Projects Only

DS TOPICS

Portland 027

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO.: T P
FEDERAL-AID: 1
STATE: 2W
U.S.: 30

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	US 30 NW 2nd Ave. to NW 19th Ave. (Portland)	0.52	6,000	3,700	1,150	1,150 (City)	All phases of preliminary engineering, except P.S. & E., to determine the most feasible method of reducing accidents and increasing traffic flow.
ROW		"NW 2nd Ave.-NW 19th Ave. (W. Burnside St., Portland) Section"						ROW-100' normal; Access control-none Parking restrictions-none.
CONST (CODE)								
BY		PROJECT TOTALS	0.52	6,000	3,700	1,150	1,150 (City)	

RECEIVED
COUNTY & CITY SECTION
JAN 12 1973
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS

APPROVAL DATES

1973

EGON DIVISION

-OVER-

USCOMM DUSCOMM-DC 48908-P61

NW 2ND AVENUE-NW 19TH AVENUE (W. BURNSIDE ST., PORTLAND) SEC.

PROJECT T-5025(23)

Existing Facility: W. Burnside Street -- 40' to 72' curb-to-curb width, 4 lanes with left-turn refuges at some intersections.

Project Data: The project consists of all phases of preliminary engineering necessary to determine which of the following alternates will best solve the accident and capacity problems of this section and obtain location/design approval for said solution.

Alternate #1 -- Center channelization.

Alternate #2 -- Offset channelization.

Alternate #3 -- One-way couplet (W. Burnside St. and NW Couch St.)

The work will consist of preliminary surveys, studies, plans and estimates, preparation of environmental statement, hearings and study report for location/design approval, etc. The City of Portland will accomplish the majority of the engineering with the State supervising and reviewing same.

A-95 Review: Exempt from State and District 2 Clearinghouse reviews by working agreements dated April 28, 1970 and Oct. 16, 1970, respectively.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Data for Form PR-37: 100% of project is on the FA Primary System.

600 Descriptions of the individual
project, follows:
Multnomah, Hood River, Wasco

STATE COPY

Oregon State Highway Division

Federal-aid
Project No. T-5025(23)

N.W. 2ND AVE.-N.W. 19TH AVE. (W. BURNSIDE ST., PORTLAND) SECTION

CITY STREET IN MULTNOMAH COUNTY

Salem, Oregon, January 15, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 500.00
Preliminary Engineering (City of Portland Forces)	All Required	5,500.00
		$6,000.00

Length of Project - - - 0.52 Mile

Federal Funds -	$3,700.00
State Funds -	1,150.00
City Funds- -	1,150.00
Total	$6,000.00

Group 1 - 100%

Prefix

projects estimated to cost [illegible] 000. Descriptions of the individual project, follows:

Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatille, Union, Baker and Malhuer Counties: This project involves the installation of the new symbol-type signs indicating "Wrong Way" and "Do not Enter," along the Columbia River and Old Oregon Trail Highways (Interstate 80N), extending from N.E. 122nd Avenue, about 1 mile east of Portland, to the Idaho State Line. There will intermittent work areas along the approximate 380-mile stretch of highway. Completion time is 150 calendar days

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[illegible] tacada. The [illegible] said [illegible] stretch [illegible] ned to take much of the [illegible] off of Estacada streets. project cost $3.2 million started June 1, 1971.

---

sion to the Federal Highway Administration (FHWA) are approved.

The beautificat[illegible] projects would inc[illegible] work on two differ[illegible] sites along the Cedar Hills Interchange of the Beaverton-Tigard Highway, renovation of the Walker Road Interchange section of Beaverton-Tigard Highway and improvement of Malin Highway, is estimated at $650,000, all of which will be borne by the federal government pursuant to the 1965 "Lady Bird Act." If approved by FHWA, the money will be used to plant trees and shrubbery, install irrigation systems and provide for other landscaping at the five locations.

East Oregonian, Pendleton---------------12-16

Hermiston bridge gains approval

The Oregon State Highway Commission has approved the construction of two bridges in Eastern Oregon which will replace two older structures.

The Maxwell Canal Bridge on the Hermiston Highway in Umatilla County is to be replaced with a 42-foot-wide structure on the present alignment. The single 40-foot-long span will be a reinforced concrete structure and will cost an estimated $50,000.

The Pine Creek Bridge on the Halfway-Cornucopia Highway in Baker County will be constructed 120 feet downstream from the existing structure. This will replace the present wood and steel bridge.

In addition to the 40-foot by 60-foot slab span, there will be 0.23-mile of roadway realignment. The bridge and realignment will cost an estimated $175,000.

The structures will be built when funds are available.

The Press (Suburban SW), Portland--------12-20

Road revision accord reached

The Oregon State Highway Commission last week approved a cooperative agreement for the improvement of Gaarde Road at its intersection with Pacific Highway West (99W) at the south end of Tigard.

Under the terms of the agreement the City of Tigard will purchase the right-of-way at an estimated $12,500 on behalf of the commission. A private developer will pay $3,800, the City will pay $4,350, and the State Highway Division will pay $4,350 toward the total amount.

The developer will grade and rock a new connection from U.S. 99W and a relocated frontage road and the highway department will pave the areas completed by the developer. The agreement is expected to alleviate the hazardous traffic situation at the location.

Daily Astorian, Astoria----------------------12-18

Gov'ts. Agree on Road Plan

SALEM — The State Highway Commission has approved an agreement with Tillamook County to cover costs of constructing the Pleasant Valley-Green Timber Road section of the Oregon Coast Highway.

The project, which will be included in the March 29 bid letting, represents the first of several sections of Highway 101 along the northern coast to be routed inland through the valley.

The new section of highway is 3.01 miles long and begins about 6.5 miles south of Tillamook City.

The agreement provides for construction and maintenance by the State and covers right-of-way acquisition, drainage, grading, base, paving and permanent signing.

Plans call for constructing two 12-foot wide lanes and 10-foot shoulders. An eight-foot wide bike path will be included on the shoulders of the highway for the length of the project.

The estimated cost of the project is $1,545,000. It will be funded through a combination of State and Federal revenue.

The Press (City SE)
Portland--------- 12-20 73

Burnside plans funded

The State Highway Commission has approved two TOPICS projects for Portland.

The first request was for a traffic signal modification and a street widening project to provide for separate left-turn movements from 39th Avenue on to E. Burnside Street. Total project cost is estimated at $42,000, of which the state and city will each pay approximately $8,400.

The second project involves a request to provide preliminary engineering funds to investigate which of three proposed alternates will best solve an accident and capacity problem on W. Burnside Street. Total project cost is estimated to be $6,000, of which the State and the city will each pay about $1,200.

These projects have been investigated and are eligible for funding under the Federal-aid TOPICS program.

The Review, Milwaukie------------------ 12-20

Kerr road to widen

The Oregon State Highway Commission today approved a joint request from Multnomah and Clackamas Counties for an Urban System project in the northern part of Lake Oswego.

This request is for a project to widen to four lanes a 1.7-mile section of S.W. 49th Avenue in Multnomah County and Kerr Road in Clackamas County (FAU 1017).

"The old two-lane road is inadequate for present traffic," said L.W. Rulien, Region 1 engineer at Milwaukie. "I'm pleased that this four-lane facility will be built because it is badly needed."

Work includes engineering, right-of-way, grading, paving, structures, illumination, signals, and landscaping. The cost is estimated at $1,454,000, of which the State will pay $290,800, and the counties combined will pay a like amount.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. The project has been approved by the Columbia Region Association of Governments.

Enterprise-Courier, Oregon City---------12-18

Commission Okays LO Highway Project

The Oregon State Highway Commission Tuesday approved a joint request from Multnomah and Clackamas Counties for an Urban System project in the northern part of Lake Oswego.

This request is for a project to widen to four lanes a 1.7-mile section of S.W. 49th Avenue in Multnomah County and Kerr Road in Clackamas County (FAU 1017).

"The two-lane road is inadequate for present traffic," said L. W. Rulien, Region I engineer at Milwaukie. "I'm pleased that this fourlane facility will be built because it is badly needed."

Work includes engineering, right-of-way, grading, paving, structures, illumination, signals, and landscaping. The cost is estimated at $1,454,000, of which the state will pay $290,800, and the counties combined will pay a like amount.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. The project has been approved by the Columbia Region Association of Governments (CRAG).

T

bc: R. L. Schroeder
H. S. Coulter

December 12, 1972

Mr. Wayne L. Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Dear Mr. Oberding:

The City of Portland's requests for TOPICS projects on East and West Burnside Street were approved by the State Highway Commission today. Attached for your information are summaries describing these projects.

We will now initiate action to program these projects with the FHWA, after which we will prepare and forward to you agreements to cover job particulars.

You are cautioned to not perform any preliminary engineering on either of these projects, for which Federal participation is desired, prior to written approval to do so.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

H. S. Cox
County and City Engineer

RB:mm
Att.

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

RECEIVED
JAN 18 1973
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 5, 1972

To Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

From Tom Edwards
State Highway Engineer

Subject Proposed TOPICS Projects
City of Portland

Presented for your consideration at the December 12 meeting will be requests from the City of Portland for approval of two TOPICS projects.

Portland is requesting a traffic signal modification and street widening project to provide for separate left-turn movements from 39th Avenue on to E. Burnside Street. Total project cost is estimated to be $42,000, of which the State and City will each pay approximately $8,400.

Portland is also requesting a project to provide preliminary engineering funds to investigate which of three proposed alternates will best solve an accident and capacity problem on W. Burnside Street. Total project cost is estimated to be $6,000, of which the State and City will each pay approximately $1,200.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS Program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Att.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor Wolfe
L. W. Rulien
Gary Ross
Gary Sund

RB:ljt dps

T.

Form FHWA-121 (12-6?)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 20, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
(1) 39th Ave. at Burnside Street
(2) 2nd Ave.-9th Avenue Section
West Burnside Street
City of Portland

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

By letter of October 13, 1972, Mr. Bladorn has requested a response as to eligibility under the TOPICS program for the subject projects. Copies of background material were forwarded for our review and analysis.

The 39th and Burnside project is on ~~the Type II system~~ Frill [illegible] and evidence submitted indicates that it is eligible for participation with Federal-aid TOPICS funds. Construction by Force Account methods by the City would be acceptable. The negative EIS should be expanded upon and the files should be documented in such a way as to support the details in the negative declaration. Our Area Engineer has reviewed this project in the field and is in agreement with the proposed improvement.

The West Burnside (2nd Ave.-9th Ave.) project is ~~also~~ on ~~the Type II system~~. Traffic and accident data indicate the need for some improvement. There is no indication of pedestrian accidents to support significant expansion of pedestrian refuges. Care should be taken to limit the work to areas meeting the criteria for TOPICS type improvement. Since three alternatives are being considered, it would be appropriate to program PE at this time and review the proposal in more detail at the design stage. This would allow refinement of details (landscaping, etc.) at that time. The Area Engineer has reviewed this project in the field.

10-24-72

Bob

RECEIVED
OCT 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Topics

October 13, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Attn: Mr. C. T. Christianson

Re: TOPICS Projects Requests
(1) 39th Ave. @ E. Burnside St.
(2) 2nd Ave.-9th Ave. Section
W. Burnside St.
City of Portland

Dear Mr. Green:

Attached are two TOPICS Project Requests from the City of Portland.

Both of these projects were reviewed with Mr. Christianson on September 14, 1972 at which time he indicated that additional information was needed concerning the accident experience on the projects.

The City has furnished some data and has also requested permission to do the project on 39th Avenue @ E. Burnside Street by the Force Account Method.

Please review the two projects and respond as to their eligibility under the TOPICS program and whether or not the City may do the one project by Force Account.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladow

for H. S. Cox
County and City Engineer

RECEIVED
OC 13 1972
ASSISTANT STATE HIGHWAY ENGINEER

RB:ljt
Att.

cc: ✓R. L. Schroeder
L. H. Young
H. S. Coulter

NOTED
R. L. SCHROEDER

T

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

October 9, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 11 1972
☑ ENGR. ☑ COOR. ☐ UE ☐ PE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Richard Bladorn

Re: TOPICS Project Requests
(1) 39th Ave. & E. Burnside Street
~~(2)~~ 2nd Ave.-9th Ave. Section
W. Burnside St.

Dear Mr. Cox:

As requested in your September 18 letter, we are enclosing additional information on the 39th and E. Burnside Street and the W. Burnside, 2nd-9th Ave. TOPICS requests.

The collision diagram for S.E. 39th Avenue and Ankeny shows nine rear-end accidents for northbound 39th at Ankeny. These accidents can largely be attributed to the northbound left turn activity at this intersection.

The attached count sheet shows the amount of turning vehicles during A.M. and P.M. peak hours. It is this movement that is creating a problem in the residential area by using S.E. Ankeny Street. The proposed project would provide for this movement to be made at S.E. 39th and Burnside in a separate lane and with a separate signal indication.

The W. Burnside [illegible]

[illegible]

In the preliminary engineering phase of this project we expect to look at three possible solutions to the accident and capacity problems in this section of W. Burnside: 1) centered channelization, 2) off-set channelization, and 3) one-way couplet using W. Burnside-N.W. Couch Street.

We hope this information will help clarify what we have in mind on these two projects.

Sincerely,

D.E. Be

D. E. [illegible]
Traffic Engineer

DEB:ka
Encls.

TRAFFIC COUNT

8-9-72

ON Burnside Bridge
E. of 2nd Ave.

Day Wednesday

Weather Fair

ON

DIRECTION TIME	EB		WB					
A.M. 7 - 8	664		798					
8 - 9	898		1412					
9 - 10	854		994					
10 - 11	973		1069					
11 - 12	1192		1093					
P.M. 12 - 1	1135		1092					
1 - 2	1226		1253					
2 - 3	1282		1209					
3 - 4	1581		1232					
4 - 5	2163		1233					
5 - 6	1894		963					
6 - 7	912		681					
7 - 8	704		769					
8 - 9	693		681					
9 - 10	750		645					
10 - 11	636		482					
11 - 12	590		370					
A.M. 12 - 1	437		231					
1 - 2	233		134					
2 - 3	218		101					
3 - 4	99		72					
4 - 5	74		78					
5 - 6	89		236					
6 - 7	121		752					
TOTAL	19593		17580					
GRAND TOTAL		37173						

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TRAFFIC COUNT PAD

Weather CLOUDY

ON: W.+BURNSIDE
AT 9TH

ON: N.W. 9TH
NO. OF W. BURNSIDE

		E/NW 9		W/SW 9				
TIME \ DIR		WB		EB		SB		
A.M. 7-8		956		502		34		
8-9		886		566		78		
9-10		678		519		91		
10-11		714		655		108		
11-12		818		758		144		
P.M. 12-1		874		782		110		
1-2		945		800		134		
2-3		1029		860		109		
3-4		997		999		123		
4-5		1037		1287		121		
5-6		893		942		104		
6-7		537		475		56		
7-8		583		456		36		
8-9		518		454		33		
9-10		458		355		34		
10-11		380		341		22		
11-12		[illegible]		[illegible]		26		
12-1		166		164		28		
1-2		119		110		11		
2-3		78		63		7		
3-4		45		46		4		
4-5		35		32		8		
5-6		74		32		9		
6-7		354		129		42		
TOTAL		13466		[illegible]		1472		
[illegible]								

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COUNTY & CITY SECTION
OCT 11 1972
☐ MGR. ☐ COORD. ☐ DE ☐ AE ☐ NE
☐ DPE ☐ CE ☐ RE ☐ PPE

Traffic Count

LOCATION West Burnside At 2nd & 3Rd Ave. Date 3-11-70

WEATHER Cloudy & Rain BY: Robt. W. Shields Day Wednesday

TIME	①	②						
7:00 - 7:15	61	50						
7:15 - 7:30	96	92						
7:30 - 7:45	99	109						
7:45 - 8:00	124	128	473					
8:00 - 8:15	104	130						
8:15 - 8:30	80	106						
8:30 - 8:45	42	81						
8:45 - 9:00	42	71						
9:00 - 9:15								
9:15 - 9:30	650.	767.						
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
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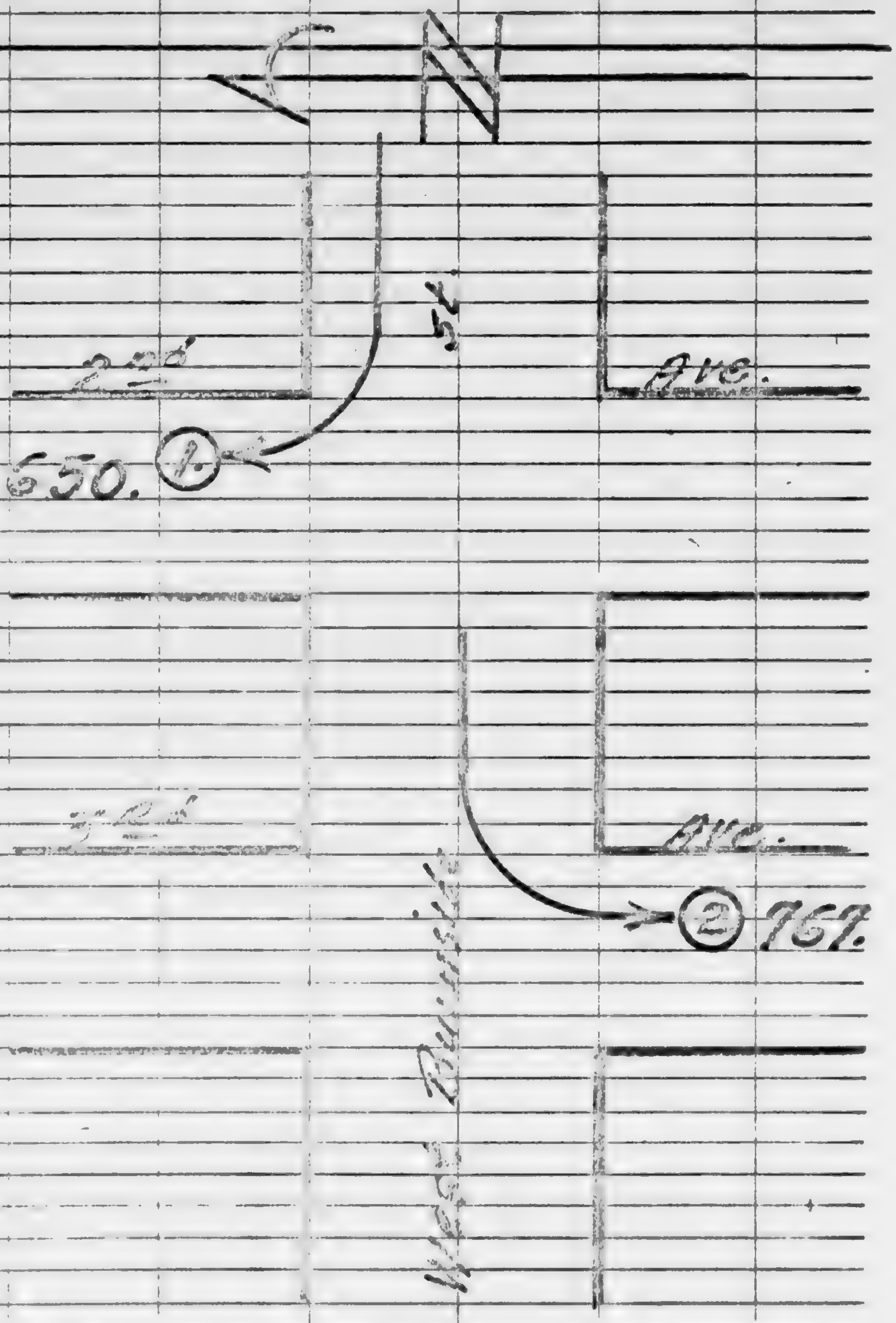
6:15 - 6:30								
6:30 - 6:45								
6:45 - 7:00								
TOTALS								



Remarks :

Recorder RWS.

September 18, 1972

Mr. D. E. Bergstrom
Traffic Engineer
City Hall
Portland, Oregon 97204

Re: TOPICS Project Requests
(1) 39th Ave. @ E. Burnside Street
(2) 2nd Ave.-9th Ave. Section
W. Burnside St.

Dear Mr. Bergstrom:

Your recent applications for two TOPICS projects have been reviewed with the Federal Highway Administration.

Both of these projects appear to involve a traffic safety problem rather than a capacity problem. Prior to approval or disapproval of the projects, the FHWA requests that you submit accident data and diagrams for their review. They are especially interested in the accident problem at 39th Avenue and S.E. Ankeny Street referred to in your project request.

If you believe there is also a capacity problem on either of these projects please include recent traffic counts and turn-movement diagrams.

A more detailed description of what the City intends to do on these two projects would assist greatly in receiving a favorable review of the projects.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLASORN

for H. S. Cox
County and City Engineer

RB:ljt

cc: Wayne Oberding, w/att.

BLADORN   9/14/72 APM

With Cliff Christiansen – FHWA & Lou Ross – City of Portland, reviewed the two TOPICS projects involving Burnside.

Cliff indicated that projects would be ok if accident records are as stated. These projects can only be justified from the safety improvement angle.

(1.) 39th & Burnside. Need accident diagram for 39th & Ankeny + any other high accident locations within project area.
Did not discuss need for Hearing.

(2.) W. Burnside (See sketch of project) Need Accident diagram for 3rd & Burnside + pedestrian accident record 2nd to 9th.

Public Hearing should be afforded because through movements on Park and 9th will be cut-off + No-Left Turn @ 3rd + loss of park on north side Burnside

T

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

August 31, 1972

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Richard Unrein, Urban Engineer

Dear Mr. Cox:

Enclosed is our application for the re-channelization of W. Burnside Street from 2nd to 9th Avenues as a TOPICS Project.

This plan proposes a center landscaped median and the remodeling of six signalized intersections.

It is estimated that preliminary engineering will run something under $6,000.00, and would appreciate an early approval so that design work can be started on this project.

Please contact me if you have any questions, or would like any additional information.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

MJM:ba
Encl.

9-18-72
CC: Wayne Oberding

RECEIVED
COUNTY & CITY SECTION
SEP 13 1972
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOTE: This form is a [illegible] to collect general [illegible] on all [illegible] projects so that the State and Federal [illegible] a better understanding of the requested project. [illegible] area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date August 31, 1972

Name of City Portland, Oregon
Major Street Name W. Burnside Street
Section Name W. Burnside Street between 2nd and 6th Avenues.

Location of Project Attach sketch map Length [illegible] feet
On Which System? Primary I X Primary II ____ or Secondary ____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Yes Date PLAN approved: ____ If not, is this project expected to be a priority project of an [illegible] that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes. Explain W. Burnside over this section is a State highway and Federal aid - primary.

General description of proposed project: To re-channelize W. Burnside Street and remodel six (6) signalized intersections.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: W. Burnside and 2nd, 3rd, 4th, 5th, 6th and Broadway

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated ____
      (b.) Semi-traffic-actuated ____
      (c.) Volume density-actuated ____
      (d.) Pedestrian actuated ____

   b. Flashing Beacon ____

Footnotes:

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T-1-69
(rev. 12-70)

T

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date August 31, 1972

Name of City Portland, Oregon
Major Street Name W. Burnside Street
Section Name W. Burnside Street between 2nd and 9th Avenues.

Location of Project (Attach sketch map) Length 1735 feet
On Which System? Primary I X Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO ~~Yes~~ Date PLAN approved: doubtful ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes ? (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain W. Burnside over this section is a State highway under Federal aid - primary.

General description of proposed project: To re-channelize W. Burnside Street and remodel six (6) signalized intersections.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

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   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

RECEIVED
COUNTY & CITY SECTION
SEP 13 1972
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Footnotes:

T-1-69
(rev. 12-70)

    c. Caution ______
    d. Drawbridge ______
    e. Lane-direction ______
    f. Other ______

3. Number of Phases:
    a. Two ______
    b. Three ______
    c. Multiple ______

4. Is interconnection for coordination necessary? Yes Remarks: Intersections interfaced to computer system.

If so, by cable or leased telephone line? Cable

5. Type of Suspension:
    a. Mast Arm X
    b. Span Wire ______
    c. Signal Bridge ______

6. Paint Color Desired: Implement brown - green signal heads

7. Present Signalization: Existing signals obsolete and not conforming to Manual on Uniform Traffic Control Devices.

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______

2. Type: a. Mercury Vapor ______
    b. Fluorescent ______
    c. High-pressure Sodium ______
    d. Incandescent ______

3. Luminaire Distribution Type and Classification:
    a. I ______
    b. II ______
    c. III ______
    d. IV ______
    e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: Standard city illumination existing.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: W. Burnside between 2nd Avenue and 9th Avenue.

2. Desired Work: Eight foot (8') landscaped median with concrete crosswalk sections for pedestrian safety.

3. Typical Cross Section: 100'-110' R/W with eight foot (8') landscaped median

4. Curbs? ______ If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ______
   - b. Exposure ______ inches
   - c. Width between curbs ______ ft.
   - d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______

7. Traffic Control Signing:
   - a. By City at City Expense? X
   - b. By State at City Expense? ______

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? X
   - b. By State at City Expense? ______

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ ft.
   - b. Width ______ ft.
   - c. Type ______
   - d. Location: ______

Footnotes:

IV. STRUCTURE DATA: N/A

1. Location: ______

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ft. Location ______

7. Is a particular type of structure and design desired? ______
Explain: ______

8. Can street be closed during construction? ______

9. Detour:
  a. Required? ______
  b. By City? ______
  c. By Contractor? ______

10. Approaches or Connections:
  a. By City? ______
  b. By Contractor? ______
  c. Traveled surface: Type ______ Width ______ ft.
  d. Shoulders: Type ______ Width ______ ft.

11. Existing Structure:
  a. Remain in Place? ______
  b. Use for Detour? ______
  c. Removed by City? ______
  d. Removed by Contractor? ______
  e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________
  a. By City? ____
  b. By Contractor? ____

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ____ Size: ____
     Owner: ____________
  b. Sanitary Sewer Mains: ____ Size: ____
     Owner: ____________
  c. Storm Sewer: ____ Size: ____
     Owner: ____________
  d. Gas Mains: ____ Size: ____
     Owner: ____________
  e. Power Lines: ____
     Owner: ____________
  f. Telephone Lines: ____
     Owner: ____________
  g. Other Utilities: ____________
     ____

14. Does City wish provisions made for future utility attachment to structure? ____ Explain: ____________
  ____

15. Does City wish lightpost bases and conduit installed? ____________

16. Are there any unusual or complicating conditions? ____________
  Explain: ____________
  ____

17. Describe Existing Structure: ____________
  ____
  ____
  ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 100 ft.
   - a. Maximum: 110 ft.
   - b. Minimum: 100 ft.

2. Will additional right-of-way be needed? No Explain:

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? ~~No~~ Yes (at least offer)
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit X or Franchise ____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
   From ____ To ____ Location:

10. Are there any railroad crossings? No Location:

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _________ Distance _____ft.

(2.) (Direction) _________ Distance _____ft.

d. Number of Trains: (1) Passenger _________ Speed _________mph

(2) Freight _________ Speed _________mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade _____________

(2.) Overcrossing _____________

(3.) Undercrossing _____________

g. Existing Protection: (1.) Advance warning signs _________

(2.) Automatic flasher _____________

(3.) Automatic bell _____________

(4.) Gates _____________

(5.) Stop signs _____________

(6.) Crossbucks _____________

(7.) Other _____________

h. Proposed Type Crossing and Protection: _____________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______

(1.) Does City wish State to prepare P.U.C. hearing data? _______

(2.) Will P.U.C. application be made by? State _______ City _______

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 276,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 151,200
3. Date Match Money is Available: presently available
4. Will there be any 100% City money? Yes
(Non-participation items)
5. Maximum Amount of 100% City Money: $ _____________

Footnotes: $132,000 Signals
$ 19,200 Median

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Under preparation by CRAG

2. Existing Conditions Necessitating This Proposed TOPICS Project: Existing signals were installed over twenty years ago. The materials are about at the point where they will begin to deteriorate, making the system unreliable and difficult to maintain. Left turns from W. Burnside at 3rd Avenue have been a source of accidents.

3. This Project Would Accomplish the Following: Improve the reliability of the traffic control system and up-grade the installations to conform to Manual on Uniform Traffic Control Devices. Eliminate need for left turns from Burnside, provide wide landscaped median for the safe and convenient use of pedestrian traffic and the orderly flow of traffic.

This application is not complete unless a sketch map showing the location of the project is attached.

NONE submitted!

The Portland, Oregon City Council on the 24th day of September, 1969, adopted Resolution No. -- or Ordinance No. 129786, as the case may be, requesting this TOPICS project.

By D. E. Bergstrom
D. E. BERGSTROM-Traffic Engineer

By
LLOYD E. ANDERSON
Commissioner of Public Works

8216 Region 1 Area Safety Project 1975
on four highways
(Guardrail and attenuator)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 -- 732-628

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-17-77	REPORT MADE BY W. N. Bryant,		PROJECT NO. ROS-005(5)
COMPLETION DATE 12-1-75	ACCEPTANCE DATE BY CONTRACT AGENCY 4-1-76	TIME ELAPSED 128 %	CONTRACT TIME 125 C.D.
APPROVED EXTENSIONS 35 C.D.	LOCATION Three locations on Columbia Hwy, 1 location on Pacific Hwy E., 5 locations on Sunset Hwy., & 1 on Lake Oswego Hy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REGION 1 SAFETY PROJECT

RECEIVED
STATE HWY ENGR
MAR 1 5 '77
REFER TO
[illegible]
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer	SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. E
TITLE Area Engineer	TITLE District Engineer
DATE 2-18-77	DATE 2-18-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8216

STATE COPY

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Multnomah		FEDERAL PROJECT NO. ROS-000S(5)	URBAN ( ) RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y101		DATE STARTED June 26, 1975
20	FINAL CONSTRUCTION COST	DOL.	60,006		DATE COMPLETED December 1, 1975
21	LENGTH OF PROJECT	MILES	0		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

	30	LABOR	TOTAL MAN HOURS 268	GROSS EARNINGS 2,409	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	19,545	
	9	PETROLEUM PRODUCTS	GAL.	850	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	346	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THOU. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.	700	
	10	EXPLOSIVES			
CARD E	11	READY MIXED CONCRETE		12	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	117	
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	913	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS		363	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITION [illegible]
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis. Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State-furnished materials should be added to Item 2[illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - [illegible] best estimate [illegible] costs incurred [illegible] contractor and State furnished materials.

"Length of Project" - Report [illegible] roadway [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe [illegible] plate pipe [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. [illegible] quantities of reinforcing and prestressing steel in purchased precast units except concrete pipe [illegible]

Item 8 [illegible]

Item 9 [illegible]

Item 10 [illegible]

Item 11 [illegible]

Item 12 [illegible]

Item 13 [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 [illegible]

Items 17, 18 and 19 [illegible]

Item 22 [illegible] on the project, [illegible] and lighting and the cost of [illegible]

Item 23 [illegible]

Item 24 [illegible]

Item 25 [illegible]

Item 26 [illegible]

Item 30 - Report total manhours worked by, and earnings of all contractor's employees on the project including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with items 17, 18, 19, [illegible] and 24 should not be reported unless difficulties are encountered in segregating such quantities from totals [illegible]

8216

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1976

The Oregon Bank
P.O. Box 311
Oregon City, Oregon 97045

Attention: R.L. Wills

Re: Coral Corp.
Contracts 8216 and 8327

Our contract 8216 with the Coral Corporation has been finaled, therefore the amount of $3,200 currently deposited in lieu of retainage on this contract may be transferred to our contract number 8327. (TCD #13117) (Safekeeping Receipt 27706)

Enclosed please find safekeeping receipt 26936 for matured TCD 96731.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

C.W. Head
J. Bond

R. Church
C. Barrett

cc: Coral Corp.
Attention: Larry Arnold

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8216

1

April 5, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8216 awarded to Coral Corporation for work on the Region 1 Area Safety Project on four highways in Multnomah, Washington, Columbia and Clackamas Counties was completed on December 1, 1975, and accepted by the Administrator and State Highway Engineer on April 1, 1976.

The total amount of this contract is $60,006.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

Region I

NARRATIVE REPORT

REGION 1 SAFETY PROJECT

CONTRACT NO. 8216

The purpose of this project was to correct some hazards to the traveling public at several locations in Region 1. This has been accomplished by the use of guard rail, concrete shoulder barrier and a Hi-Dro Cell Attenuator.

The contract was awarded to Coral Corp. on May 29, 1975 for the amount of $ 62,020.50 and was completed on Dec. 1, 1975 at a cost of $ 60,009.42.

The contractor stated work on June 26, 1975 and had completed all Guard Rail, Shoulder Barrier and Remodeling of Box Culverts by August 1, 1975. The impact attenuator was started Nov. 13, 1975 and completed Dec. 1, 1975. The delay from August 1, 1975 to Nov. 13, 1975 was caused by the supplier being unable to deliver the unit before Nov. 17, 1975. The sign installation was completed Dec. 1, 1975. The delay in the sign was caused by the manufacturer of the sign being unable to obtain background coating.

The contractor requested that we grant a 35 day time extension for the delays in the delivery of the impact attenuator and sign. The time extension of 35 days has been granted by Salem.

RECEIVED

th Copy

REFERRED TO

___ Beard ___ ___ Reed ___
___ Cole ___ ___ Sample ___
___ [✓ Eriksen] ___ ___ Watson ___
___ Hager ___ ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

121

December 19, 1975

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8216 for work on the Region I Safety Project in Multnomah, Washington, Columbia and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 days is granted because of delay in obtaining materials for two different bid items, a special impact attenuator and the Type A signing with Hinac finish.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey w/att.
E. L. Hardt w/att.
Robert Church w/att.
Dick Hacek w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 16, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project ROS-000S(5)
Region I Safety Project
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Coulter's December 15 letter, we concur in the 35 day extension of contract time on the subject project.

G. L. Green

VED
1975

DEC 19 '75
REFER TO
Coulter
FOR
Info

8216

December 15, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Region I Safety Project
Contract No. 8216
FAP No. ROS -000S(5)
Request for Time Extension

Coral Corporation requests a 35-day extension because of material shortage affecting two different bid items, (a special impact attenuator and the Type A signing with Hinac finish). The project is now completed as of December 1 with 160 days counted. One hundred twenty five (125) calendar workdays were allowed, so the project was completed (just as it would go into the no-count period anyway) with 35 days liquidated damages accrued at $75 per day.

This was a roadside obstacle safety project covering work at 10 separate locations on 4 different highways. The largest single bid item was a special impact attenuator at M.P. 0.06 Oswego Highway (Porter Street Viaduct). This item (bid item 16) along with the Type A signing (bid item 20) made up one-third of the money amount of the contract. When the contract time expired October 26, the project was 53 percent done and the Weekly Reports indicate the only significant work done after that was on the impact attenuator. The signing item was for only one sign and it was installed December 1.

The contractor presents a good case for material delay on the Type A signing, but this was minor work compared to the impact attenuator. Copies of letters from the sign materials suppliers are attached. The contract plans referred to the impact attenuator installation as "non-standard" and "details of the attenuator unit not specifically shown on this drawing shall be furnished by the manufacturer and approved by the engineer". This involved a second submission of part of the attenuator details that were not approved for construction until October 1, which was only 26 days before the contract time expired. The contractor had ordered the attenuator on June 16.

I believe we can recognize that these were bona fide causes beyond the control of the contractor and ask your concurrence in a complete time extension of 35 days. We note that the special provisions say that this project is to be conducted with federal-aid primary regulations.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

Attachment

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8216

Salem, Oregon

December 12, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Region I Safety Project
Contract No. 8216
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Coral Corporation requests a 35-day extension because of material shortage affecting two different bid items, a special impact attenuator and the Type A signing with Hinac finish. The project is now completed as of December 1 with 160 days counted. One hundred twenty five (125) calendar workdays were allowed, so the project was completed (just as it would go into the no-count period anyway) with 35 days liquidated damages accrued at $75 per day.

This was a roadside obstacle safety project covering work at 10 separate locations on 4 different highways. The largest single bid item was a special impact attenuator at M.P. 0.06 Oswego Highway (Porter Street Viaduct). This item (bid item 16) along with the Type A signing (bid item 20) made up one-third of the money amount of the contract. When the contract time expired October 26, the project was 53 percent done and the Weekly Reports indicate the only significant work done after that was on the impact attenuator. The signing item was for only one sign and it was installed December 1.

The contractor presents a good case for material delay on the Type A signing, but this was minor work compared to the impact attenuator. The contract plans referred to the impact attenuator installation as "non-standard" and "details of the attenuator unit not specifically shown on this drawing shall be furnished by the manufacturer and approved by the engineer". This involved a second submission of part of the attenuator details that were not approved for construction until October 1, which was only 26 days before the contract time expired.

I believe we could recognize that these were bona fide causes beyond the control of the contractor and therefore concur in the field recommendations for a complete time extension of 35 days. You will note this request was not submitted on the usual form. It apparently started out as a request for a stop work order (which was declined) and was then supplemented with the consent of surety in letter form. I think this is acceptable.

This is a federal-aid Title II project and the federal manual indicates this type of project can be administered with "time saving procedures".

RECEIVED

1975

However, I note that the special provisions say that it is to be conducted with federal-aid primary regulations. This would indicate we need the concurrence of FHWA. Rough draft letters for this purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

PHONE 656 6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

November 13, 1975

Mr. Paul Barnhart
Resident Engineer
1919 NW Thurman
Portland, OR

RE: Region 1 Area Safety Project
Contract #8216

Gentlemen:

We have been informed by Traffic Safety Supply Company that they are unable to furnish the one Type A sign required by this contract within the workday count. We ordered this sign from them on June 11, 1975. This normally would have allowed sufficient time. However, the specified background coating material, hinac, is available from only one source in the United States as near as we have been able to determine. This source is Industrial Plating, Seattle, Washington. Unfortunately, their production equipment has been experiencing considerable down time this summer and fall.

Based on the attached letters from Traffic Safety Supply Company and Industrial Plating and subsequent information received from them, it appears that the sign will be ready in late November.

We again request a time extension of 35 days.

Sincerely,

Douglas P. Daniels
Douglas P. Daniels

DPD/sls

CC: R.D. Laam
Jay Minor

RECEIVED
NOV 17 1975
PAUL R. BARNHART
Resident Engineer

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202   235-8531 AREA CODE 503

October 27, 1975

~~Tom~~
~~Dave W~~
file #32

Coral Corp.
P. O. Box 258
Gladstone, Oregon 97027

Subject: Oregon Contract #8216
Region 1 Area Safety Project

Gentlemen:

We regret that we will be unable to make delivery of Sign No. 2 until late November due to non-availability of Hinac coating on the aluminum extrusion.

We fabricated the panels and shipped to Industrial Plating on September 8th. Their normal delivery time was estimated to be two weeks, after receipt of the extrusions. However, they advise us that their oven was down for repairs for approximately six weeks, then, after re-starting production, they had a blower break down for another delay. They advise that they are again starting production, however, due to the tremendous backlog created by the delays, your order will not be available to us for approximately four weeks. Attached is copy of letter from Industrial Plating giving us their proposed shipping schedule on your order. Please allow us one week after receipt of Hinac material for fabrication and inspection time.

We will advise you if there is any change in this schedule.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
President

Encl.

ER:lb

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

industrial plating corporation

[illegible] main 4-1813

October 23, 1975

Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland, Oregon 97202

Attention: Matt

Gentlemen:

This is to confirm our verbal conversation regarding your purchase order #904.

Item one, six pieces 10'6" x 12" extrusion to be green Hinac, we will make delivery in approximately four weeks.

Thank you for your cooperation.

Yours very truly,

INDUSTRIAL PLATING CORPORATION

Alexander T. MacRae

ATM/vn

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Region 1 Safety Project

WEEK ENDING: Dec. 13, 1975

SECTION PREFIX: 26-1047

HIGHWAY: Four Highways

COUNTY: Four Counties

NAME OF JOB: Region 1 Safety Project

KIND OF WORK: Guard Rail and Attenuator

CONTRACTOR: Coral Corp.

CONTRACT NUMBER: 8216

FEDERAL AID PROJECT NUMBER: ROS-000S(5)

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: June 26, 1975

ESTIMATED COMPLETION DATE: Dec. 1, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 125

WORK DAYS USED

CALENDAR DAYS USED 160

SPECIFIED COMPLETION DATE: Oct. 26, 1975

PERCENT OF TIME ELAPSED: 128%

PROJECT AUTHORIZATION: $72,158.47

EXCLUSIVE OF ENGINEERING: $65,856.42

ENGINEERING AUTHORIZATION: $6,302.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $60,009.45

ENGINEERING COST TO DATE: $5,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.12

ESTIMATED PERCENT UNDERRUN: 8.88 %

PERCENT OF AUTHORIZATION: 85.7 %

DATE PROJECT WAS COMPLETED: December 1, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
none	none	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	420 c.y.			150 ton
TOTAL QUANTITIES CORRECTED TO DATE	100%	346 c.y.			116 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	346 c.y.			116 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Cloudy	0		
MONDAY	8	Overcast	0		
TUESDAY	9	Showers	0		
WEDNESDAY	10	Overcast	0		
THURSDAY	11	Overcast	0		
FRIDAY	12	Clear	0		
SATURDAY	13	Showers	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 16 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No Activity
MONDAY 8	No Activity
TUESDAY 9	No Activity
WEDNESDAY 10	No Activity
THURSDAY 11	No Activity
FRIDAY 12	No Activity
SATURDAY 13	No Activity

REMARKS

The contractor has completed all cleanup on the project.
This will be the last weekly report as this contract is completed.

SIGNED Paul R Barnhart LOCATION Portland
Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

5311

1859

Robert Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 20, 1975

The Oregon Bank
Oregon City Branch
PO Box 311
Oregon City, OR 97045

Re: Contracts: 8202, 8216, 8228, 8248

We have received your Safekeeping Receipt #26936, covering Certificate of Deposit #96731 in the amount of $25,000.00 to be used in lieu of retainage on our contracts with Coral Corporation as follows:

Contract	Amount
8202	$5,700
8216	3,200
8228	6,500
8248	9,600

Vernon E. Skoog
Controller

By Frank R. Griffin
Frank R. Griffin
Chief Accountant

JP:pl

cc: Coral Corporation

THE OREGON B NK № 26936 | 8

OREGON CITY BRANCH

PORTLAND, OREGON 8-15 1975

RECEIVED FROM OREGON STATE HWY DIVISION
CD# 96731, DTD 8-15-75, IN THE AMOUNT
OF $25,000. ISSUED TO CORAL CORPORATION.
TO MATURE 2-11-76.

BANK TO HOLD ABOVE C.D. PENDING
RELEASE AUTHORIZATION FROM OREGON
STATE HWY DIVISION.

THE OREGON BANK

BY

COM 233

ASSIGNMENT

The undersigned, for value received, does assign and transfer to the State of Oregon Certificate of Deposit #96731 dated August 15, 1975 in the amount of $25,000 evidencing the deposit of funds in the name of Coral Corporation on the books kept by the Oregon Bank of the city of Oregon City, Oregon as assignee and the undersigned hereby constitutes and appoints the Oregon Bank the true and lawful attorney of the undersigned irrevocably for and in the name of stead, of the undersigned, but to the use of the assignee to sell, assign, transfer and set over all or any part of the said certificate and all rights and interests represented thereby and for that purpose to make an exact or necessary account of assignment.

By____________________
Coral Corporation

This 15th day of August, 1975

Sworn to before me this
15th day of August, 1975
____
Notary Public
My commission expires 3/12/76

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

August 15, 1975

Ms. Janice Peterson
Finance Branch
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Ms. Peterson:

I am enclosing a safekeeping receipt for $25,000 certificate of deposit #96731 dated August 15, 1975 from the Oregon Bank along with an executed assignment of that certificate of deposit to the State of Oregon. This certificate is to be used for the release of retained funds on the following projects:

#8202	M.P. 102.0-Otis Junction	$5,700
#8216	Region 1 Area Safety Project	3,200
#8228	Salem, Hubbard Area Safety Project	6,500
#8248	McMinnville, Willimina, Sheridan Area Safety Project	9,600

The Oregon Bank should be notifying you shortly that the certificate of deposit and assignment are being held by them pending your instructions.

Sincerely,

Deane Clapperton, C.P.A.
Controller

DC/sls

CC: Roger Wills

RECEIVED
AUG 18 1975
Contract Acctg.

45

OSHD (H S Co[illegible])
Wash DC (HHO-32)
G K Hossner

FE[illegible]AL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah, Clackamas, Washington, & Columbia	DIVISION IOregon	
DATE OF INSPECTION 7-31-75	INSPECTION MADE BY W. N. Bryant, Area Engr W. N. Bryant Area Engineer		PROJECT NO. ROS-000S(5)	
IN COMPANY WITH Paul Barnhart, Res Engr, OSHD				
LOCATION Project located at three locations on the Columbia River Highway, one location on Pacific Highway East, five locations on Sunset Highway, and one location on the Lake Oswego Highway all within the area of State Region No. 1.				
CONTRACTOR NAME AND ADDRESS Coral Corporation, Gladstone, Oregon				
AWARD DATE 5-29-75	CONTRACT AMOUNT $62,020.50	TIME ALLOWED 125 Calendar Days	TIME STARTED 6-26-75	WORK STARTED 6-26-75
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 31%	WORK COMPLETED 28%	

REMARKS

REGION 1 AREA SAFETY PROJECT
FAP 1, FAP 26, FAP 27, & FAP 3
Elimination of Roadside Obstacles

This project provides for the elimination of several roadside obstacles through the construction of concrete shoulder barriers, construction or upgrading of guardrail, removal of culvert headwalls, installation of impact attenuators, and signing revisions.

At the time of this inspection the majority of the concrete shoulder barrier and guardrail work has been completed. The major work remaining consists of installation of impact attenuators after delivery of necessary hardware.

Project records indicate that the materials incorporated into the work is in reasonably close conformance with the plans and specifications. The records also indicate that the EEO requirements of the contract are being met in a reasonable and timely manner.

COPY SENT
AUG 11 1975
Washington

RECEIVED
AUG 12 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A Will Not Be Used.

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clack., Col., Mult. and Wash. PROJECT NO. ROS-000S(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Region 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-75	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 68,222	FEDERAL FUNDS $ 61,399

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
G. L. Green

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. ROS-000S(5)

REGION 1 AREA SAFETY PROJECT
FIVE HIGHWAYS
FOUR COUNTIES

Project Agreement Estimate.

Type Code Y101
Guard Rail and Attenuators (Five Highways)

Temporary Protection and Direction of Traffic	All Required		$ 2,100.00
Temporary Signs	380 sq.ft.	3.50	1,330.00
Flagmen	120 hour	15.00	1,800.00
Removal of Structures and Obstructions	All Required		2,400.00
Earthwork	All Required		3,200.00
1" - 0 Aggregate Base	420 cu.yd.	8.00	3,360.00
Class "C" Asphalt Concrete	150 ton	30.00	4,500.00
Guard Rail, Type 2A	650 lin.ft.	9.00	5,850.00
Guard Rail, Type 3	225 lin.ft.	17.00	3,825.00
Guard Rail Anchors, Type 1	9 only	260.00	2,340.00
Extra for Guard Rail Bridge Connections	9 only	150.00	1,350.00
Rail End Piece, Type C	9 only	110.00	990.00
Concrete Parapet Caps	58 lin.ft.	16.00	928.00
Concrete Curbs	25 lin.ft.	4.50	112.50
Concrete Barrier	338 lin.ft.	16.50	5,577.00
Impact Attenuator, Hi-Dro Cushion Cells	All Required		20,000.00
Removal of Existing Sign Installations	All Required		300.00
Sign Support Footings	All Required		440.00
Breakaway Sign Posts	All Required		850.00
Type "A" Signs in Place	64 sq.ft.	12.00	768.00
	Subtotal		$62,020.50
	Engineering		6,201.50
	Total		$68,222.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$61,399.00
State Funds -	6,823.00
Total	$68,222.00

Group 1 - 100%
Contract No. 8216
Prefix No.: 26-1047

REGION 1 AREA SAFETY PROJECT

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

Form FHWA 121 (Rev. 5-73)

7216

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1041EC.2

SUBJECT: Selection of a Specific Type of Impact Attenuator
(Projects and Locations Listed Below)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wallace's April 30 letter and for the reasons stated therein I have determined it to be in the public interest to require the specific type of Impact Attenuator at the particular installation site.

G L Green
G. L. Green

NOTED
. S. HUNT

Projects and Locations

Oregon Project U-323(-)
NE. Union Ave.-NE. 82nd Ave. Section

Oregon Project U-49(6)
Ross Island Bridge-SW. Bancroft St. Sec.

Oregon Project ROS-000S(5)
Region I Area Safety Projects

Oregon Project ROS-000S(6)
Salem, Hubbard Area Safety Projects

cc:
OSHD (Bridge)

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

OTED
L. JOHNS

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8194A, 7253C and 16212 R

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 30, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

NE Union Ave.-NE 82nd Ave. Section
Columbia River Hwy.-Multnomah Co. (Br. 7913A)
Ross Island Br.-SW Bancroft St. Section
Oswego Hwy.-Mult. Co. (Br. 16211)
Region I Area Safety Projects
6 Highways - 4 Counties (Br. 8194A)
Salem, Hubbard Area Safety Projects
4 Highways - Polk & Marion Cos.
(Brs. Nos. 7253C and 16212)

The subject projects include the installation of impact attenuators. Different types of attenuators have been selected for the various locations as outlined below.

Type	Project & Location
"Hi-Dro Cushion"	NE Union Ave.-NE 82nd Ave. Section at 42nd Ave. Off-Ramp.
"Hi-Dro Cushion"	Ross Island Br.-SW Bancroft St. Section at Oswego Hwy. Off-Ramp Gore Point.
"Hi-Dro Cushion"	Region I Area Safety Projects at Porter St. Br. Gore Point.

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[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

"Hi-Dri Cushion"	Salem, Hubbard Area Safety Projects at Marion St. Br. Gore Point.
"Fitch Inertial Barriers"	Salem, Hubbard Area Safety Projects at Hayesville Interchange Gore Points

d/or

The "Hi-Dro Cushion" units for three locations were selected for the following reasons:

1. Uniformity. Maintenance people are familiar with these units and stocking of repair parts is simplified.
2. Space limitations require narrow units.
3. Performance evaluation of these units has been excellent.
4. There is very little collision debris to create a hazard to traffic.

The "Hi-Dri Cushion" unit was selected for the Marion Street Bridge gore point for the following reasons:

1. We would like to gain experience with this unit in order to determine its merit for future use.
2. Space limitations require a narrow unit.

The "Fitch Inertial Barriers" were selected for the Hayesville Interchange location for the following reasons:

1. Permanent backwalls and anchorages are not required with this installation. There are plans to realign the interchange ramps in the future.
2. Region II maintenance personnel are familiar with this type of installation and stock spare parts.

This information is being supplied to you as required by FHWA federal-aid regulations.

Please review this request and give us your approved and/or comments. The projects are scheduled for early bid letting dates.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

L. L. Wallace
Bridge Design Engineer

LLW/ag
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg

R

ransaction number 5-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-25-75

BY (Signature): L.W.Rulien's April 23, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 7 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
7	ROS-000S(5)	0.0	78,500	70,650	Region I Area Safety Projects. Clackamas, Columbia, Multnomah and Washington Counties, State of Oregon.	Safety Improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians.

RECEIVED
STATE HWY ENG.
APR 29 '75
REFER TO
Hunter
FOR
Info. | Inves. | R/D | D&R | Sign | Act | File

REMARKS (Division)

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-25-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
Rev. 8-71)

GPO 915-690

-16

R

PRO 6-2

April 23, 1975

ert W. Straub
xxxxxxxxxx

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-000S(5)

We are submitting program data for one project, Item No. 7, Project No. ROS-000S(5), "Region 1 Area Safety Projects", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal Aid Act of 1973.

It is our present intention to receive bids for this project on May 22, 1975.

JG:ljc

Encl.

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

TRANSACTION NO.

TED TO E. O.: April 23, 1975

NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Region 1	**ADT**	PRESENT N/A	FUTURE N/A	YEAR	REGION 10	STATE NAME Oregon	
ARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Improvements	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) ROS- NUMBER 000S

SS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: See back

CODE

OF URBAN AREA: Portland

ROUTE NO.: FEDERAL-AID See back; STATE; U.S.

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
				PE		Region 1					
				ROW							
				CONST (CODE) Y002 Y007 Y101		"Region 1 Area Safety Projects"	0.0	78,500	70,650	7,850	
CODE 1	PREPARED BY					PROJECT TOTALS	0.0	78,500	70,650	7,850	
14	PROGRAM APPROVAL DATES										

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District Nos. 1 & 3.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ON NO.

.O.

April 23, 1975

ADT	PRESENT N/A	FUTURE N/A	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 144	ITEM NO. 7					

ER PROJECT LOCATION (45 typewriter spaces): Region 1

F PROPOSED WORK (35 typewriter: y Improvements

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S) ROS- NUMBER 000S SEQ. NO. (5)

I. Projects Only: POST MI. | DESIG.

ERAL FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: See back CODE

ROUTE NO.: FEDERAL-AID See back STATE U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

N AREA: Portland

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		Region 1						Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians.
		ROW								
		CONST (CODE) Y002 Y007 Y101		"Region 1 Area Safety Projects"	0.0	78,500	70,650	7,850		
PREPARED BY				PROJECT TOTALS	0.0	78,500	70,650	7,850		

PROGRAM APPROVAL DATES

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7-2, and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District Nos. 1 & 3.

(over)

USCOMM DUSCOMM-DC 48808-P61

REGION 1 AREA SAFETY PROJECT
PROJECT NO. ROS-000S(5)

REMARKS: Cont'd.

Work Type	County Name	Co. Code	FAP No.	State Hwy.	U.S. Route	State Route	Highway Name	Unit	M.P.
Y101	Columbia	009	1	2W	30	-	Columbia River	A	21.48
Y007	Columbia	009	1	2W	30	-	Columbia River	B	21.59
Y101	Columbia	009	1	2W	30	-	Columbia River	C	21.84
Y101	Clackamas	005	26	1E	-	99E	Pacific East	D	4.68
Y007	Washington	065	27	47	26	-	Sunset	E	51.99
Y007	Washington	065	27	47	26	-	Sunset	F	52.36
Y002	Washington	065	27	47	26	-	Sunset	G	69.95
Y101	Washington	065	27	47	26	-	Sunset	H	70.80
Y101	Washington	065	27	47	26	-	Sunset	J	70.97
Y101	Multnoman	051	3	3	-	43	Oswego	K	0.06

Data for PR-37:

Code	Type	Est. Cost
Y002	Traffic Signs	$ 2,700
Y007	Minor Structures	20,900
Y101	Guardrail - Impact Attenuators	54,900

Clackamas County - 7%
Columbia County - 20%
Multnomah County - 25%
Washington County - 48%

1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 6, 1975

FILE:

DES 14

ROM: R. W. Ellison
Bridge Administration Engineer

O: Mr. G. J. Ballard
Supervising Design Engineer

SUBJECT:
Region 1 Area Safety Projects
6 Highways, 4 Counties
Illumination Work

I have contacted the Region office about the work to be included in the subject projects and have been informed that no highway illumination work, either new or revisions, is to be done at this time.

RWE:dh

cc E. S. Hunter
E. L. Hardt
D. H. Moehring

NOTED
E. S. HUNTER

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8217 Necanicum Hwy Jct-Brighton Sec 1975
located south of Seaside
Oregon Coast Highway

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 4-1-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. RF-129(11)
COMPLETION DATE 9-27-75	ACCEPTANCE DATE BY CONTRACT AGENCY 8-3-76	TIME ELAPSED 99+ %	CONTRACT TIME 90 CWD
APPROVED EXTENSIONS —	LOCATION Necanicum Hwy Jct - Brighton on Oregon Coast Hwy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications - including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
APR 5 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

NECANICUM HWY JCT.-BRIGHTON
OREGON COAST HIGHWAY
Grading & Paving

The project is located on the Oregon Coast Highway from the Necanicum Highway connection to Brighton which is approximately 24 miles south of Seaside. The work consisted of construction of embankment widening, cement treated subgrade, aggregate shoulders, and asphalt concrete pavement. Also, placement of guardrail and installation of drain pipe were included.

The project work was completed on Sept. 27, 1975 using 89 C.W.D. The contract was set up for 90 calendar days; thus no liquidated damage charges.

The contractor was assessed a penalty of $1330.17 for out of specification asphalt concrete mixtures under Price Agreement #6.

The final contract amount was $497,735.80, a 3.5% overrun.

C... SENT
APR 04 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE G. K. Hossner	
TITLE Area Engr.	DATE 4-1-77	TITLE District Engr.	DATE 4-4-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

COPY

8217

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon	COUNTY: Tillamook	FEDERAL PROJECT NO.: RF-129 (12)	URBAN	RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	507,501	
21	LENGTH OF PROJECT	MILES	3.66	

DATE STARTED: June 12, 1975
DATE COMPLETED: September 27, 1975
TOTAL NO. BRIDGES:

PART B *(To be completed by contractor. See instruction on reverse) (REMARKS. Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	6,844	95,265

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	211,746	
	9	PETROLEUM PRODUCTS	GAL.	17,350	
	1	CEMENT	BBL.	3,258	
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	4,646	
	3	BITUMINOUS MATERIAL	GAL.	14,336	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	6,800	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	22	
	15 95	AGGREGATES PRODUCED	TON CU. YD.	10,447	
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.	2,513	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	5704
		8	400
		12	852
		18	93
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR 47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 b funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 2[illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

All figures [illegible] highway department [illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6 CH. 4, SEC. 1; SUB. SEC. 9)

"Final Construction Cost" [illegible] best estimate [illegible] costs [illegible] contractor and State-furnished materials.

"Length of Project" [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling. Lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size

Item 6 - Report, by size, regardless of class, type, gauge or coating number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 Report total number of pounds of all structural steel, steel H piling and sheet piling.

Item 9 Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes [illegible] 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 Report total number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units. [illegible]

Item 12 [illegible] number of tons of bituminous paving mixtures [illegible] prepared condition ready for placement as they [illegible]

Item 13 Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 Report total quantity of aggregates such as sand, gravel, crushed stone, etc. produced by the contractor.

Item 16 - Report estimated total weight of steel products not appro[illegible] piling, etc.

Items 17, 18 and 19 [illegible] length in linear feet, of all types of [illegible] bridge rail.

Item 22 - [illegible] cost at the jobsite, of all construc[illegible] purchased for and used on the project [illegible] signing and lighting and the cost of [illegible] specifically listed hereon. Costs of equip[illegible] and the cost of operating the equipment, [illegible] lubricants should not be included in this [illegible] such as jackhammers, handtools, repair [illegible] considered to be supplies. Costs of such items [illegible] should not be included. The amount included [illegible] should be only the cost paid by the con[illegible] should not include the costs of excavat[illegible] hauling and [illegible]. Wages and man-hours for aggre[illegible] be included with Item 30.

Item 23 [illegible] types of signs including [illegible]. Do not include traffic [illegible]

Item 24 Report [illegible] for highway and bridge lighting [illegible] standards, wiring, switches, luminaires, [illegible] Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated alumi[illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 Report total man-hours worked by, and earnings of all contractor employees on the project including those on operation and maintenance of equipment.

---

*Quantities of steel [illegible] with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating [illegible]

FORM PR 47 (REV. 9-[illegible])

GPO 881-120

8217 75

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Tillamook
MODIFICATION NUMBER 3	10-13-76	Project Number RF-129(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 561,404	$ 561,404
Federal funds	$ 438,960	$ 481,684
Other revisions		

This modification is made for the following reasons:

To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $79,720

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-129(12)

Necanicum Highway Junction-Brighton Section

Oregon Coast Highway In Tillamook County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (Sta. 1035+00 to Sta. 1336+00)

Total same as previous estimate of May 3, 1976 $561,404.00

Length of Project - - - - - - - - - 3.66 miles
Cost of Roadway per mile- - - - - $153,389.07

*Federal Funds- - - - - - - - - - - $481,684.00
State Funds- - - - - - - - - - - - 79,720.00
TOTAL $561,404.00

Group 1 - 100%
Contract No. - 8217
Prefix - 29-1097

*Increase Federal Aid Pro Rata to 85.8%

8217

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-148		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Tillamook
MODIFICATION NUMBER 2	5-14-76	Project Number RF-129(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$561,404	$ 561,404
Federal funds	$438,960	$ 561,404
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $122,444."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

By

(Title)

By

(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8-2-7

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-74
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 12 7

orm Approved; O M B No. 04-R2089

State: Oregon
County: Tillamook
Project Number: RF-129(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 546,553	$ 561,404
Federal funds	$ 427,349	$ 438,960
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved State force work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible]th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 3, 1976

Federal-aid Project
No. RF-129(12)

NECANICUM HIGHWAY JUNCTION - BRIGHTON SECTION OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1035 + 00 to Sta. 1336 + 00)

Subtotal on previous estimate of June 5, 1975			$481,545.00
Previous Estimate			
Flagmen	280 hours	17.00	4,760.00
Trench Excavation	460 Cu. Yds.	12.00	5,520.00
			$ 10,280.00
Revised Estimate			
Flagmen	611 hours	17.00	10,387.00
Trench Excavation	1,062 Cu. Yds.	12.00	12,744.00
SF02 Place AC Mix to Feather Pave. Edge	All Required		2,000.00
			$ 25,131.00
		Increase	14,851.00
		Subtotal	$496,396.00
		Engineering	65,008.00
		Total	$561,404.00

Length of Roadway - - - 3.66 Miles
Cost of Roadway Per Mile $153,389.07

Federal Funds	$438,960.00
State Funds	122,444.00
Total	$561,404.00

Group 1 - 100%

Contract No. 8217

Prefix: 29-1097

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-111

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1 13 7

STATE
Oregon
COUNTY
Tillamook
PROJECT NO.
RF-129(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
US 101, 0.1 mi. S. Jct. SR 53, S. 3.7 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-75	3.66
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT
$ 546,553

FEDERAL FUNDS
$ 427,349

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. RF-129(12)

NECANICUM HWY. JCT.-BRIGHTON
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1035+00 to Sta. 1336+00)

Mobilization	All Required		$ 48,000.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Temporary Signs	500 sq.ft.	7.00	3,500.00
Flagmen	280 hour	17.00	4,760.00
Pilot Car	40 hour	22.00	880.00
Removal of Structure and Obstructions	All Required		3,000.00
Granular Embankment	90 cu.yd.	10.00	900.00
Trench Excavation	460 cu.yd.	12.00	5,520.00
Blade Grader	150 hour	45.00	6,750.00
Wheel Tractor	150 hour	45.00	6,750.00
Tandem Roller	150 hour	45.00	6,750.00
Tiller Attachment	95 hour	45.00	4,275.00
Cement Spreader	55 hour	45.00	2,475.00
Watering	180 M-gal.	7.00	1,260.00
Aggregate Shoulders	5,160 ton	7.00	36,120.00
Furnish Portland Cement for Treated Subgrade	590 ton	60.00	35,400.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	4,550 ton	12.00	54,600.00
Class "C" Mod. Asphalt Concrete Mixture	5,900 ton	14.00	82,600.00
Asphalt Cement in Mixture	705 ton	95.00	66,975.00
Portland Cement Additive in Class "C" Mod. Mixture	59 ton	80.00	4,720.00
Asphalt in Tack Coat	15 ton	150.00	2,250.00
12-inch Culvert Pipe	850 lin.ft.	8.00	6,800.00
18-inch Culvert Pipe	225 lin.ft.	12.00	2,700.00
Extra for Pipe Under Pavement	230 lin.ft.	14.00	3,220.00
Concrete Inlets, Type G-1	7 only	450.00	3,150.00
6-inch Drain Pipe	5,500 lin.ft.	5.00	27,500.00
8-inch Drain Pipe	390 lin.ft.	6.00	2,340.00
Special Filter Material in Drains	525 cu.yd.	15.00	7,875.00
Guard Rail, Type 2	1,835 lin.ft.	9.00	16,515.00
Guard Rail, Type 2A	700 lin.ft.	11.00	7,700.00
Guard Rail Anchors, Type 1	15 only	300.00	4,500.00
Rail End Pieces, Type C	11 only	150.00	1,650.00

Extra for Asphalt Approaches	22 only	100.00	2,200.00
Guide Posts	170 only	13.00	2,210.00
Adjusting Inlets	1 only	100.00	100.00
			$480,945.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 600.00
	Subtotal	$481,545.00
	Engineering	65,008.00
	Total	$546,553.00

Length of Roadway - - - - - - - - - 3.66 Miles
Cost of Roadway Per Mile- - - - - $149,331.42

Federal Funds		$427,349.00
State Funds		119,204.00
	Total	$546,553.00

Group 1 - 100%

Contract No. 8217

Prefix No.: 29-1097

NECANICUM HWY. JCT.-BRIGHTON

Nonparticipating - State Work

Relocate Mailboxes	All Required		$ 150.00
State Responsibility for Damages	All Required		1,000.00
		Total	$ 1,150.00

8217

August 16, 1976

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On August 9, 1976, we wrote to you concerning release of final payment on Contract No. 8217 awarded to Roy L. Houck Construction Co. for work on the Necanicum Highway Junction-Brighton Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $5,000 and the total contract amount is $507,500.91 including $7,011.47 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8217

February 26, 1976

Peerless Insurance Company
One S. W. Columbia
Portland, OR 97201

Attention: Dorothy M. McDonald
Surety

Gentlemen:

Thank you for your letter of February 24 advising us that the Nehalem Bay Ready Mix claim in the amount of $432 has been paid.

Our records indicate that this is in reference to the Roy L. Houck Construction Company Contract No. 8217 in Tillamook County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Roy L. Houck Construction Co.
Nehalem Bay Ready Mix

Rathbone, King & Seeley, Inc.

ONE S.W. COLUMBIA PORTLAND, OREGON 97201 TELEPHONE: 503-225-1177

Cable Address: Rathkingsee Codes, Bentleys, New Edition; Scotts, Tenth Edition

February 24,1976

PEERLESS INSURANCE COMPANY

Mr. C.W. Head
Commission Services
Department of Transportation
Highway Building
Salem,Oregon 97310

Gentlemen:

Contract No. 8217,
Roy L. Houck Construction Co.
Necanicum Highway Junction-Brighton Section of
Oregon Coast Highway in Tillamook County, Oregon

We have been advised this date by Nehalem Bay Ready Mix that their claim for bedding material in the amount of $432. has been paid this date.

Please mark your records accordingly.

Thank you.

PEERLESS INSURANCE COMPANY

Dorothy M. McDonald

Dorothy M.McDonald
Surety

RECEIVED
FEB 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Insurance Underwriters Since 1849

San Francisco Los Angeles Portland Seattle Phoenix

- 8217

3

February 5, 1976

Nehalem Bay Ready Mix
Rt. 1, Box 100
Nehalem, OR 97131

Gentlemen:

This is a reply to your statement of January 30, 1976, advising us that Roy L. Houck **owes you for bedding material in the amount of** $432.00.

From the description given, this appears to be in connection with the Roy L. Houck Construction Co., Contract No. 8217, Necanicum Highway Junction-Brighton Section of the Oregon Coast Highway in Tillamook County.

The Peerless Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97303

Rathbone, King & Seeley
c/o Peerless Insurance Company
310 SW 4th St.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

2-5-76
[illegible]
card

NEHALEM, BAY READY MIX
Rt. 1 Box 100
NEHALEM, OREGON 97131

Phone 368-5897

DATE 1/30/76
NUMBER

Mr. Cecil Head
State Hwy, Bld.
Room 121
Salem, Oregon 97310

TERMS Contract #8217 Necanicium job
(Roy L. Houck)

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
	We have not been paid for the following job. Bedding material 7-1-75 132 yds. 7-2-75 120 yds. 7-3-74 36 yds. 288 yds.@$1.50	$432.00

RECEIVED
FEB 3 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NEHALEM, BAY READY MIX

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 96

8217

5237

FILED
FEB 6 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 6 10 47 AM '7
MYERS
SECRETARY OF STATE

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 5, 1976

Nehalem Bay Ready Mix
Rt. 1, Box 100
Nehalem, OR 97131

3-2-76

Gentlemen:

This is a reply to your statement of January 30, 1976, advising us that Roy L. Houck owes you for bedding material in the amount of $432.00.

From the description given, this appears to be in connection with the Roy L. Houck Construction Co., Contract No. 8217, Necanicum Highway Junction-Brighton Section of the Oregon Coast Highway in Tillamook County.

The Peerless Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr. NE
Salem, OR 97303

Rathbone, King & Seeley
c/o Peerless Insurance Company
310 SW 4th St.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

8217

5036

FILED
FEB 6 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 6 10 47 AM '7
CLAY MYERS
SECRETARY OF STATE

7

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 5, 1976

Mohler Sand & Gravel Co.
Foss Road
Rt. 1, Box 385-B
Nehalem, OR 97131

3-1-76

Attn: Dean G. Smith

Gentlemen:

This is to acknowledge receipt of your claim letter of January 29, 1976, informing us that Roy L. Houck Construction Company owes you for materials and truck rental in the amount of $810.35.

This appears to be in reference to the Roy L. Houck Construction Co., Contract No. 8217, Necanicum Highway Junction-Brighton Section of the Oregon Coast Highway in Tillamook County.

The Peerless Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
[illegible]

CWH:rw

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

Rathbone, King & Seeley
c/o Peerless Insurance Company
310 SW 4th St.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

7

January 29, 1976

Cecil Head
Room 121
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Following is the information you requested us to supply with regard to the Roy L. Houck Construction Company, Necanicum Contract No. 8217 Brighton project. The amounts represented are for materials and truck rental:

$546.35 - 10% of materials retained
144.00 - Bedding Materials
120.00 - Truck rental - 12 hrs. @ $10.00 per hr.
$810.35 - Total amount now due Mohler Sand & Gravel

If more information is needed, please advise us and we will be glad to forward it to you.

Very truly yours,

MOHLER SAND AND GRAVEL

Dean G. Smith
Owner

Dean G. Smith

DS:ls
cc:
R. L. Houck

RECEIVED
FEB 3 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8217

Project: Necanicum Hwy. Jct. - Brighton
Oregon Coast Highway
Tillamook County
Contract #8217
Prefix 29-1097-900

9

11-75

Narrative Report

Work on the drainage items on the project was initiated on 6/12/75 with essentially all drainage work being completed by 7/8/75. Subsequent work, patching, treatment of shoulders and paving was delayed until 8/26/75 as the contractor's A.C. mix plant was being used on other projects.

Approximately 4500 tons of class "C" A.C. mix was used as patching on this project. The patching work consisted of placing about a one inch lift on the existing pavement through the entire length of the project. The patching lift was laid with a paving machine, the grade being controlled electronicaly with a 30 foot ski riding on the existing surfacing. The sharpest longitudinal bumps and dips were smoothed over with the patching lift and essentially all the wheel ruts were eliminated.

Placement of the shoulder aggregate to bring the existing shoulder to the needed width and grade and cement treatment of the shoulder was begun on 9/8/75 and completed by 9/15/75. The typical section on the plans called for cement treating the shoulders 10 inches deep while the special provisions allowed for a tiller that would mix to a depth of 5 inches. Apparently it was intended to lay half of the shoulder material aside and treat the shoulder with cement in two lifts. With the narrow existing R/W, narrow roadway and limited number of hours of equipment rental time on the project this two stage lift method would have been nearly impossible to acomplish. By price agreement a rebuilt tiller which could mix 10 inches deep was used on this project.

The tillers available are not capable of digging down into the original shoulder material. To get effective mixing it is necessary to scarify the shoulders the full 10 inch depth. A minimum depth requirement for the scarifier would help clarify the adequacy of the equipment to be supplied.

Versteeg
A. Olson
Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
OCT 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO
Beard ——— Roed
Cole ——— Sample
Eriksen ——— Watson
Hager ——— Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Get copies for Gregg?

On the cement treated material the steel wheel rollers are not as effective for preliminary compaction as folling with a rubber tired vehicle. It was found that compacting the mixed and tilled shoulder material with the rear wheels of a loaded 10 c.y. truck is very effective. It is therefore suggested that on projects with cement treated shoulders an additional roller item be added for supplying a rubber tire foller with a minimum wheel loading. Finish rolling with a steel wheeled roller behind the blade as the shoulder is being trimmed to grade would still be needed.

A number of complaints were received from individuals who had driven through the project and gotten cement on the fenders and sides of their cars. The cement spread on the shoulder drifted out onto the existing pavement as the shoulders were being worked with the tiller. As traffic was led through the work area by the pilot car the cement-water mixture on the existing pavement was splattered up onto the vehicle's fenders and sides by the vehicle's tires. This cement then set up and could not be washed off. It is suggested that on projects with this type of shoulder treatment work that the special provisions emphasize the contractor's responsibility for cleaning cement off these cars.

Paving work was resumed on 9/16/75 with the laying of the base lift on the shoulders. The top lift of modified "C" mix A.C. being completed on 9/22/75. Installing the guard rail and guide posts was started on 9/22/75 and completed on 9/27/75.

Except for minor cleanup work on the project the project was completed on 9/27/75

C. Anderson
Resident Engineer

Form A-105-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 32

Project Name Necanicum Highway Junction - Brighton Date October 15 1975

Highway Oregon Coast Contract No. 8217 F. A. Project No. RF-129(12)

County Tillamook Prefix 29 - 1097 Account No. 252-2

Description of Work To Be Done: Along a majority of the curbed section, in the town of Wheeler, place a narrow panel of fine A.C. mix feathering the abrupt edge of the new overlay mat down to the curbed ditch line.

Approval Recommended as of 11-26-75

APPROVED EFFECTIVE DATE 11/26/75
Contingent upon modification of project agreement if additional funds are required.
BY C R Berglund
TITLE Engineering Coordinator
DATE 12/8/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Right of Sta. 1285± to Sta. 1310±

Estimate of Quantities and Costs:

	Materials	$ 500.00
	Equipment	$ 390.00
	Labor	$ 960.00
		$1850.00
10%±	Contingencies	$ 150.00
	Total	$2000.00

Explanation: Due to an oversight during the location phase of the project a typical section for tapering the overlay lifts at the curbs was not included in the project plans.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$547,858.83
Present estimate of project cost, including $2000.00 for work under this order	$554,300.00
Expected xxxxxxx over-run (amount)	$ 6,440.00
Expected xxxxxxx over-run (per cent)	1%

Space to right of this line is for use of Salem Office

Submitted by: C. Robinson Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer or Assistant State Highway~~ Construction Engineer

This order does not constitute authority for expenditures until approved by the ~~Deputy or Assistant State Highway Engineer~~.

State Printing

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nec anicum Jct. - Brighton

WEEK ENDING: 10 / 4 / 75

SECTION PREFIX: 29-1097

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB: Necanicum Hw y. Jct. - Brighton

KIND OF WORK: Grading and Paving

CONTRACTOR: Roy L. Houck Construction Co.

CONTRACT NUMBER: 8217

FEDERAL AID PROJECT NUMBER: RF - 129 (12)

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: June 12, 1975

ESTIMATED COMPLETION DATE: Sept. 27, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 89

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 547,858.83

EXCLUSIVE OF ENGINEERING: $ 504,416.28

ENGINEERING AUTHORIZATION: $ 43,442.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 504,100.00

ENGINEERING COST TO DATE: $ 42,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.4%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 00%

PERCENT OF AUTHORIZATION: 97%

DATE PROJECT WAS COMPLETED: Seot. 27, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.67	3.67			3.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.67	3.67			3.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	90 c.y.	5160 c.y.			10,450 ton
TOTAL QUANTITIES CORRECTED TO DATE	56 c.y.	4645.7 c.y.			10,447 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	56 c.y.	4645.7 c.y.			10,447 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fa ir			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Rain			
SATURDAY				

Routing
Keasey RECEIVED Richards
Boyd B Glenn
Jackmond OCT 6 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity on project. Contractor continued to move equipment from plant site.
TUESDAY	No activity. Project reviewed by C. O. Fredrickson, Region Engineer.
WEDNESDAY	No activity.
THURSDAY	Held final inspection, minor clean up and smoothing of 2 bumps remain and will be done by contractor next week.
FRIDAY	No activity.
SATURDAY	

REMARKS

All work on project items completed on Saturday 9/27/75. Held final inspection on Thursday 10/2/75. Those attending were G. Wimer, Region Const. Engr.; Roy L. Houck, contractor; Eldon Everton, District Engr; Ole Fransen, Maint. Section Foreman; Chet Anderson, Res. Engr.; and Bob McCarthy, Proj. inspector. Some minor clean up items remain to be performed and will be completed next week.

This is the final weekly report for this project.

SIGNED C. Anderson by Bob McCarthy LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

5-9-75

R

7617

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-129(12)

STATE PROJECT NO.: Necanicum Hwy Jct.-Brighton Section

PROGRAM NO.:

COUNTY NAME: Tillamook

ITEM NO.: RF-49

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:

1314J

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
MAY 12 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓

NOTED
E. S. HUNTER

DATE PS&E APPROVED: April 30, 1975

DATE AUTHORIZATION EFFECTIVE: April 30, 1975

FEDERAL ROUTE NUMBER: Primary Route 2

STATE ROUTE NUMBER: Oregon Coast Highway 9

GENERAL LOCATION:
US 101, 0.1 miles south of Junction SR 53, south 3.7 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 5-9-75

SIGNATURE OF APPROVING OFFICIAL: C R Burkhardt

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~ROW 18-4~~ R

1859

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
MAY 1 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

May 1, 1975

OTE
E. JOHNS

Mr. Lawrence Underhill
Underhill T.V.
Route 1, Box 4
Nehalem, OR 97131

13.4 X

Aerial Television Cable
Facilities
Necanicum Jct.-Brighton Sec.
Oregon Coast Highway
Tillamook County
Project No. RF-129(12)

Dear Sir:

Thank you for your letter of April 25, 1975 advising that the facilities referred to in our letter of April 23, 1975 as being in conflict with the proposed construction of the subject project are not owned by your T.V. Cable Company.

A representative of Nehalem Telephone & Telegraph Company also advised us that the T.V. facilities contacted on their poles were not part of your system.

I hope that our error has not greatly inconvenienced you. Again, I thank you for your letter.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jk

bc: G. L. Green
A. E. Johnson
J. H. Versteeg (3)
V. E. Skoog-Attn: Gene Hickam
R. P. Hamilton
C. O. Fredrickson
Chet Anderson
J. W. Valentine

Form 81-734-3123

CATV SERVICE, NEHALEM - MANZANITA • 6 CHS TV • FM RADIO • ZENITH TV SALES AND SERVICE

UNDERHILL TV SERVICE
LAWRENCE UNDERHILL, C.E.T. · BETHEL UNDERHILL
ROUTE 1, BOX 4
NEHALEM, OREGON 97131
PHONE 368-5461

RECEIVED
STATE HWY ENGR.
APR 30 '75
REFER TO
FOR
Info | Inves

NOTED
A. E. JOHNS

Transaction No. 5-6
TRANSMITTAL AND

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY

4/25/75
Nehalem, Oregon

Oregon State Highway Div,

In Reference To Highway Project No RF-129(12).

I do not have Aerial Television Cable in the area. My Cable system ends at the Nehalem Bridge on the City limits of Nehalem, Ore.

Yours Truly
Lawrence Underhill
Underhill TV Service
Nehalem, Ore.

TO
FROM

8317

Transaction No. 5-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-28-75
BY (Signature): L. W. Rulien's April 24, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 49 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
49	RF-129(12)	3.66	565,000	441,700	**Location** Necanicum Hwy Jct.- Brighton Section Tillamook County State of Oregon **Work** Grade, drain, high type pavement

RECEIVED
STATE HWY ENGR
APR 30 '75
REFER TO Hunter
FOR
Info. Inves. R/D D/R Sign Act

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that the project is a non-major action as set forth in FHPM 7-7-2 Para 10e.

As requested in Mr. Rulien's April 24, 1975 letter I concur that the roadway section, two 12-foot lanes with nominal 4 ft paved shoulders, as shown on the back of the PR-1, is satisfactory for this project.

You are authorized to proceed with utility preparatory work.

5-1-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED
DATE ______ SIGNATURE AND TITLE ______

APPROVED
DATE: 4-28-75
SIGNATURE AND TITLE: CL Burghardt
R. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

W. STRAUB
TO
FROM

K

~~PRS 6-2~~

April 24, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-129(12)

We are submitting program data for one project, Item No. 49, Project No. RF-129(12) "Necanicum Hwy. Jct.-Brighton Section," which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on May 22, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We further request your concurrence that the project falls in the classification of non-major action as set forth in FHPM 7-7-2, par. 10e based on the "State Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provides substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Enc.

DRH:pr

LY TRANSACTION NO.

SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-24-75

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	US 101, 0.1 Mi. S. Jct. SR 53, S. 3.7 mi.		3,000*	5,400	95	10	Oregon

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
Gr., Dr., H.T. Pavement								RF-	129

CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
Rural Primary	Tillamook	057

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	P	2	9	101

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
				PE		US 101, 0.1 mi. S. Jct. SR 53, S. 3.7 mi.					
				ROW							
				CONST (CODE) (Safety) 6201		"Necanicum Hwy. Jct.- Brighton Sec."	3.66	565,000	441,700	123,300	
CODE 1	PREPARED BY					PROJECT TOTALS	3.66	565,000	441,700	123,300	

PROGRAM APPROVAL DATES

REMARKS

*DHV 510

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USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-24-75

ADT	PRESENT 3,000*	FUTURE 5,400	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073

ITEM NO. 49

T LOCATION (45 typewriter spaces)
101, 0.1 Mi. S. Jct. SR 53, S. 3.7 mi.

RK (35 typewriter
ivement

NATL. FOREST
FH ROUTE NO.
SUPV AGCY
DA CLASSIF.
DA AREA
EMERG. YR.
PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): RF-
NUMBER: 129
SEQ. NO.: (12)
T. Projects Only: POST MI. DESIG.

CODE 057

PROGRAM STAGE ☐ 1 OR ☒ 2

COUNTY NAME: Tillamook

Rural Primary

ROUTE NO. P
FEDERAL-AID: 2
STATE: 9
U.S.: 101

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
E		US 101, 0.1 mi. S. Jct. SR 53, S. 3.7 mi.					
OW							
ONST (CODE) (Safety) 6201		"Necanicum Hwy. Jct.-Brighton Sec."	3.66	565,000	441,700	123,300	
		PROJECT TOTALS	3.66	565,000	441,700	123,300	

CHARACTER OF PROPOSED WORK (Full description)

Gr., Dr., H.T. Pave, overlay of travel lanes, shoulder improvement and safety revisions of roadway and appurtenances and incidental work common to this type of project. RR protective service as required.

ROW - 60' Min.; Access Control-None; Parking Restrictions-None.

Utility adjustments as required including prep. work.

REMARKS

BY

APPROVAL DATES

*DHV 510

-OVER-

USCOMM DUSCOMM-DC 48905-P61

NECANICUM HWY. JCT.-BRIGHTON SECTION

PROJECT NO. RF-129(12)

Existing Facilities: Two 11-foot bituminous surfaced travel lanes with shoulders varying from 2 feet to 5 feet.

Adjacent Facilities:

North End---Two 12-foot bituminous surfaced travel lanes with
3-foot shoulders.
South End---Two 10-foot bituminous surfaced travel lanes with
3-foot shoulders.

Project Data: The work consists of resurfacing with high-type pavement overlay, shoulder improvement and related grading and drainage of the existing facility to provide two 12-foot lanes with variable 3-foot to 8-foot paved shoulders. Safety revisions of roadway appurtenances (e.g., guardrail, minor drainage structures, etc.) and incidental work common to this type of project. RR protective service as required.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Non-major action project concurred in by the FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

(a) Public Hearings----Not required under provisions of Par. 6c.
(b) Location/Design----Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" unc the provisions of FHPM 6-8-2.1 as the pavement rehabilitat work will have a substantial safety benefit evident in impr vehicle control through (1) elimination of ruts in the whee paths; (2) reduced tendency of a vehicle to hydroplane in w weather because of water retention on the pavement; (3) inc visibility in wet weather because of reduced vehicle spray; (4) increased skid-resistant property of the pavement surfa

NECANICUM HWY. JCT.-BRIGHTON SECTION

PROJECT NO. RF-129(12)

lities: Two 11-foot bituminous surfaced travel lanes
s varying from 2 feet to 5 feet.

lities:

d---Two 12-foot bituminous surfaced travel lanes with
3-foot shoulders.
d---Two 10-foot bituminous surfaced travel lanes with
3-foot shoulders.

The work consists of resurfacing with high-type pavement
lder improvement and related grading and drainage of the
lity to provide two 12-foot lanes with variable 3-foot to
shoulders. Safety revisions of roadway appurtenances (e.g.,
nor drainage structures, etc.) and incidental work common
of project. RR protective service as required.

No additional required.

n, Railroads, Airports, Water Development, Historical and
eas: None involved.

equirements: Exempt from State Clearinghouse and District
use A-95 review under working agreements dated April 28,
e 8, 1971, respectively.

ortation Planning (PPM 50-9): Not applicable.

equirements: Non-major action project concurred in by
ruary 25, 1975.

equirements: Not applicable under "Timesaving Procedures"
FHPM 6-8-2.1.

blic Hearings----Not required under provisions of Par. 6c.
cation/Design----Not a factor in the development of this
project.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 23, 1975

A. PROJECT IDENTIFICATION

Name of Project Necanicum Highway Junction-Brighton Section (Section) RF - 129 (-)

Location of Project Oregon Coast Highway (Highway Name) Oregon 9 (Highway No., US - ORE)

-- (City) Tillamook (County) II (Region)

Program FA (Funding) $962,000 (Estimated Cost) 29-1303 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen and pave shoulders and overlay existing highway with a skid resistant surfacing.

Origin and History: District #1 C.O.G. priority numbers 7 and 11. Authority for Survey dated August 15, 1974.

C. DESCRIPTION OF PROJECT

Length 6.26 miles.

Termini The southerly terminus is approximately 500 feet north of the intersection of the Nedonna Beach road and the Oregon Coast Highway. The northerly terminus is at*

Alignment ☐ New ☒ Existing ☐ Combined

* Gallagher Slough, approximately 0.15 mile north of the Necanicum Highway junction with the Oregon Coast Highway.

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 1,500 square feet of woodlands may be required for the extension of fill slopes.

Typical Section The proposed typical is for two 12-foot travel lanes with paved shoulder varying from 2 to 4 feet in width.

Structures None involved.

Characteristics (ADT) The ADT for 1973 was 3,000 vehicles of all types. Highest single day traffic was 6,500. The twenty year projection factor is estimated to be 1.8.

Other General Information (or Supplemental information to items) Approximately 1,000 feet of the project would require a 2 foot shoulder width to avoid additional encroachment on the railroad right-of-way. Some minor improvement of the vertical alignment of the highway within the Jetty Creek Slide area is proposed.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Minor safety improvement and associated modifications have no meaningful alternatives to the status quo in bringing deficiences up to standard.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____ Tentative Date(s) ____

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project length extends along the easterly edge of Nehalem Bay and generally parallels the Bay shoreline. East of the highway, the land varies from gently rolling to steep hill sides. Primarily woodlands, the land to the east is in the seral regrowth stages of a logged over area. Westerly of the highway, the land drops off to the bay shoreline. The Southern Pacific Transportation Co. Railroad lies between the highway and the shoreline. The communities of Wheeler and Brighton are within the project limits and there is a scattering of home sites fronting on the highway outiside of these communities. Major drainage ways in the project limits are Jetty Creek, Messhouse Creek, Cheviot Creek, and Gallagher Slough. There is an active land slide near Jetty Creek that involves the highway.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use outiside of the communities of Wheeler and Brighton is primarily timber land. An occasional homesite fronts on the highway throughout the project area. Between Jetty Creek and Brighton a number of commercial businesses oriented towards recreational and tourist traffic occupy a narrow land area that lies between the railroad track and the bay.

The proposed project would not significantly affect the ambient noise levels or air quality. Utilities that would be affected by the proposal would consist of power, telephone, and water. An existing storm sewer in Wheeler may need some minor modifications.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

10 foot strip, 150 feet long is required from Tillamook County for fill slopes dur to widening.

Consequences:

No significant effects are anticipated since no developed land or access is being affected.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

There may be a slight decrease in natural habitat.

Consequences:

Some wildlife and other organisms may be displaced, but this would be of such a small scale as not to be significant.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None apparent.

Consequences:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]	[illegible]		
	[illegible]	[illegible]	[illegible]
[illegible]			
[illegible]			
[illegible]			
[illegible]			
[illegible]			
[illegible]			
[illegible]			
[illegible]			

* [illegible]

MINIMUM - [illegible]
AVERAGE - [illegible] ation of existing [illegible] harm.
MAXIMUM - Special detail of analysis. [illegible]

6. Preliminary Identification of Areas of Critical Environmental Concern:

None apparent.

7. Potential for Controversial Issues:

None apparent.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

8917

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$ 240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

8218 Elgin Rock Prod Proj to fur- 197
nish material to be stockpiled
at Elgin Maintenance Station

8218

October 8, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On October 1, 1975, we wrote to you concerning release of final payment on Contract No. 8218 awarded to E. H. Itschner Co. for the Elgin Rock Production Project of the Weston-Elgin Highway in Union County.

Final payment on this contract is $3,406.74 and the total contract amount is $60,406.74. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8 2 1 !

Report # 7 *Final* B

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elgin Rock Production

WEEK ENDING: August 22, 1975

SECTION PREFIX: 131-8319-900

HIGHWAY: Elgin- Weston

COUNTY: Union

NAME OF JOB: Elgin Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: E. H. Itschner

CONTRACT NUMBER: 8218

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: July 7, 1975

ESTIMATED COMPLETION DATE: July 25, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 68,700.00

SPECIFIED COMPLETION DATE: Octob er, 31, 1975

PERCENT OF TIME ELAPSED: 56.5

EXCLUSIVE OF ENGINEERING: $ 62,700.00.

ENGINEERING AUTHORIZATION: $ 6,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,700.00

ENGINEERING COST TO DATE: $ 2,754.92

This week $215.31

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.0

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 45.9 %

DATE PROJECT WAS COMPLETED: July 25, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,081		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17				
MONDAY 18				
TUESDAY 19				
WEDNESDAY 20				
THURSDAY 21				
FRIDAY 22				
SATURDAY 16				

K

Routing
Keasey
~~Bond~~
Jackmond
~~Harwood~~
Jo[illegible]
~~Walker~~
~~Richards~~
Glenn
~~Berg~~

RECEIVED
AUG 25 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No activity
MONDAY 18	" "
TUESDAY 19	" "
WEDNESDAY 20	" "
THURSDAY 21	" "
FRIDAY 22	" "
SATURDAY 16	" "

REMARKS

Status: Sand shed filled, stockpile completed with enough material to complete contract.

Completion date - 7/25/75.

Semi-final will be submitted as soon as I receive progress estimate from Salem, following the first estimate submittal.

Estimate that semi-final will be submitted ~~9/5/75~~. 8/22/75

Third notification pending removal of equipment from maint yard.

SIGNED Joseph A. Schlieski LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8219 Enterprise Rock Prod Proj 1975
located north of Enterprise
Enterprise-Lewiston Hwy.

8219 13

September 4, 1975

American States Insurance Co.
7107 Woodlawn Avenue, NE
Seattle, WA 98115

Attn: Surety Department

Gentlemen:

On September 3, 1975, we wrote to you concerning release of final payment on Contract No. 8219 awarded to Seubert Excavators, Inc., for work on the Enterprise Rock Production Project on the Enterprise-Lewiston Highway in Wallowa County.

Final payment on this contract is $2,883.86 and the total contract amount is $57,677.23. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, Idaho 83522

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Enterprise Rock Production

WEEK ENDING: August 8, 1975

SECTION PREFIX: 32-8307

HIGHWAY: Enterprise-Lewiston

COUNTY: Wallowa

NAME OF JOB: Enterprise Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Seubert Excavators, Inc.

CONTRACT NUMBER: 8219

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 29, 1975

DATE WORK STARTED: July 15, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS NA

WORK DAYS USED

CALENDAR DAYS USED NA

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 64,234.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 58,642.50

ENGINEERING AUTHORIZATION: $ 5,610.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101.0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,254.46

ENGINEERING COST TO DATE: $ 3,174.41

DATE PROJECT WAS COMPLETED: July 25, 1975

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.0 %

PERCENT OF AUTHORIZATION: 56.6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			11,309 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,309 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Clear, hot	NA		
MONDAY 4	Same.	"		
TUESDAY 5	Same.	"		
WEDNESDAY 6	Same.	"		
THURSDAY 7	Hot, thndrshwrs	"		
FRIDAY 8	Clear, hot	"		
SATURDAY 2	Same.	"		

K

RECEIVED
AUG 11 1975
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Gunn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No activity.
MONDAY 4	Same.
TUESDAY 5	Same.
WEDNESDAY 6	Same.
THURSDAY 7	Same.
FRIDAY 8	Same.
SATURDAY 2	Same.

REMARKS

Semi-final Estimate submitted this date.

SIGNED H M Fillmore LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8220 MP 5.3-MP 15.5 Unit Riley-Lake 1975
Co Line Sec Lakeview-Burns Hwy
(Grading and paving)

DATE: October 23, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: North Unit, Riley-Lake County Line
Lakeview-Burns Highway
Oregon Project No. 600(2)
Your Reference HB.4-OR

In your February 28 letter indicating you were withholding final acceptance of this project, you requested that the cause of the failures be investigated; physical repair be undertaken; 3-R pavement design practices be reviewed; and the surfacing design for the adjacent Wagontire-Lake County Line project be reviewed.

Our Research Section has recently completed an analysis of the causes of the failures, and that report is attached for your information.

During the summer of 1978, the distressed areas in the wheel tracks were repaired by State Maintenance forces as indicated on page 14 of the research report. The highway should now serve with only normal moderate maintenance until the need for the second stage overlay would normally be needed.

Had we known of the impending heavy log-hauling which occurred 1½ to 2 years after the contract was let, it is probable that a heavier surfacing design, such as that specified for the adjacent Wagontire-Lake County Line job (12-inch aggregate subbase, 2-inch aggregate leveling course and 3-inch Class "B" asphalt concrete), would have been specified.

On the basis of the above comments and the attached research report, we again request your acceptance of this project.

Att.

CTK:fr ia

bc C. T. Keasey
R. L. Schroeder
E. S. Hunter

Gordon Beecroft
J. H. Versteeg
Dale Allen
Wayne Cobine

ANALYSIS OF DESIGN, MATERIALS AND CONSTRUCTION

on the

NORTH UNIT, RILEY-LAKE COUNTY LINE SECTION

A review has been made of the design and construction of the North Unit, Riley-Lake County Section of the Lakeview-Burns Highway in Harney County. Also, Benkleman Beam deflection measurements were conducted during March and May of 1978 and the materials from seven sampling sites along the project were analyzed for subgrade, base, and pavement properties. All of these activities were directed toward identifying the cause or causes of pavement distress observed during the winter of 1977-78.

Design

As is typical in trying to achieve highway improvements with inadequate funding, the design was based on a planned stage construction and was marginally adequate. Over the existing oil mat, the design section required a minimum of 6 in. of grid-rolled subbase, 2 in. of aggregate leveling, and 1.5 in. of modified class "C" asphalt concrete. The stage construction design calls for an additional 2 in. lift of asphalt concrete in the future. In the widened portion beside the oil mat and where minor changes were made in profile, the design required a 12 in. layer of grid-rolled subbase, 2 in. of aggregate leveling, and the 1.5 in. of modified class "C" asphalt concrete. Again, the stage construction design calls for an additional 2 in. lift of asphalt concrete in the future.

An analysis of the design by the Research Unit, using traffic projections furnished by the Traffic Unit, yielded an estimated 5.6 year service life prior to a required overlay. This was based on using a 0.8 equivalency for the grid-rolled subbase in comparison to standard aggregate base. The analysis was for the widened portion (not over the old oil mat), and utilized a subgrade R value of 15 as was used in the original design. The R value was selected by the Surface Design Unit from tests on subgrade soil samples taken prior to design. The selection of the design R value from among soil samples is a judgement factor. The value selected is below the average of the tests, but not the worst sample encountered. The value assigned to an individual sample, however, is taken at the worst conditions of soil moisture and density that could be encountered and still meet compaction specifications.

Subgrade

Subgrade soils range from silts, (A-4) to plastic clays, (A-7-6). Some of the A-4 soils have low densities but high strengths as measured by the R value. These characteristics are typical for pumice or volcanic ash and although the soils appear strong, their resilience results in high deflections.

Of the tests conducted for compaction of the subgrade during construction, 32 percent failed to meet the density requirement at first testing. Repeat tests, conducted after additional compaction, brought the number of failing samples to below 5 percent. Only 3 of the 68 locations tested during construction had less than the specified relative compaction in the finished subgrade. Of 10 final record tests of subgrade density, 2 were below the specified 95 percent relative compaction. From the stations of the failing tests, it appears likely they are located in an area of A-7 soils, a material very difficult to compact unless the moisture content is favorable. Those areas in which low compaction exists are likely to have stabilometer R values below that used in the design. However, any distress resulting from inadequate compaction in localized areas would occur in those areas, and would not be widespread as existed on the Riley-Lake County Line project. Inadequate compaction could have played a role in localized distress but it appears other causes were more likely.

Grid-rolled Subbase

The pavement section utilized a 12 in. layer of grid-rolled subbase over the subgrade and a minimum 6 in. layer over the existing oil mat. The material was from quarry #13-68-5. Specifications permit a maximum particle size of 75 percent of the compacted thickness of the layer in which it is used, making a 4.5 in. maximum for this project. Other specifications require that the fraction passing the 1/4 in. sieve shall be not less than 10 percent nor more than 50 percent of the total, and not more than 8 percent of the total aggregate shall pass a #200 sieve. Other specifications require that aggregate for subbase shall have a percentage of wear of not more than 45 in an abrasion test and shall have a sand equivalent of not less than 25. From milepost 15.5 to approximately milepost 11, the grid-rolled subbase was placed on the grade directly from the pit as it was shot, and from the area of milepost 11 to the end of the project at milepost 5.37 the material was passed through a jaw crusher to reduce it to an 8 in. maximum size. It was further reduced to a 4.5 in. maximum size by grid-rolling on the grade. Test records indicate the gradation of the subbase material was satisfactory at the completion of rolling. There is no specified limit for degradation of aggregate subase; however, tests conducted on samples of the material taken after construction passed the degradation requirement for aggregate base.

The aggregate subbase was marginal with regard to passing the sand equivalent test. Comments on test reports indicate some portions of the quarry yielded low quality material. Tests conducted on each of the first four days of operation failed to meet the minimum sand equivalent value of 25 permitted for subbase material. The contractor was advised to keep away from the poor material and remove aggregate from the better portions of the quarry. However, much of the material used was [illegible] of 46 tests had sand equivalent values of less than 25. [illegible] construction file indicates a likely cause of the failing tests was that samples were taken from the roadway after mixing and breakdown by the grid-roller. It was thought there may have been some mixing of subgrade soil with the grid-rolled base in obtaining the samples. Reference is made to the fact that sand equivalent values of 61, 43, 56, 63, 55, 55 and 72 were found for samples used for qualifying the quarry. It appears the material was contaminated during breakdown or sampling or the qualifying samples were not truely representative of the total quarry.

Aggregate Leveling

The pavement section included a 2 in. course of 3/4 in. to 0 crushed aggregate base. The aggregate leveling course was of good quality. Of 42 tests conducted during crushing only one failed to meet specifications in all categories and that was a 1 percent excess in passing the 3/8 in. sieve from the broadband specification. With the one minor exception, the material met specifications for gradation, liquid limit, plasticity index, and sand equivalent. Qualifying tests met requirements for degradation and for abrasion. The latter tests were not routinely conducted on the samples during construction.

Asphalt Concrete

The surfacing consisted of a 1.5 in. course of modified class "C" asphalt concrete. Daily field control tests made during production of the 1/2 in. to 0 aggregate found the gradations generally within the tolerance provided from the target values. Of 55 tests, 6 were outside of tolerance on the low side on passing 1/4 in. Two others were on the high side on the passing 1/4 in. Of the 55 tests, one was outside of tolerance on the low side and five outside of tolerance on the high side on the passing #10 sieve. Using a dry sieve, a number of samples were low on the passing #200, but when adjusted for the difference between the wet and dry sieve, they all passed. The rock for the asphalt concrete was produced between August 25, 1975 and September 9, 1975. At the time of crushing, the 55 field control tests showed an average of 17.4 percent passing the #10 sieve against the target value of 16 percent.

At the time the paving was done, from June 15, 1976 to June 19, 1976, field production control samples of the asphalt concrete found 12 out of 15 tests had an excess of material passing the #10 sieve beyond the permitted tolerance from the target value. The target value was 16 percent, the tolerance ±4 percent, and the average value for the 15 tests was 21.3 percent passing the #10 sieve.

Tests on the paving mix found 3.9 percent more material passing the #10 sieve than was found in the aggregate at the time of production. The values indicate there was an appreciable breakdown of the material either from weathering during the winter or from mixing the asphalt concrete. Another possibility for the difference could be in sampling the aggregate production. The samples may not have been representative of the crusher output.

An evaluation made by the Materials Laboratory concluded the CBE would be about 1.95 for the out-of-tolerance material, and, as a result, a 2.5 percent penalty was assessed against the contractor for the asphalt concrete. In addition to the excess passing the #10 sieve, five of the 15 pavement samples had excess passing the 1/4 in. sieve beyond the 4 percent tolerance, ranging from 0.6 percent to 3.5 percent. Also, the asphalt cement content was outside of tolerance on the low side for one sample. These latter deviations were judged to fall within the concept of "substantial compliance".

Work Schedule and Weather

Article 108.04 of the special provisions states; "Any work performed in 1975 which interferes with the existing surfacing must be completed through and including the prime coat and any such work will not be permitted between October 15, 1975 and the 1976 construction season". On or about October 11, 1975 the contractor started to apply an AR2000 asphalt cement prime coat. At that time the weather was quite cold and the asphalt cement hardened without penetrating the surface of the aggregate leveling course. Also, the chips that were to serve as a wearing course during the winter would not stick. The attempt to apply the AR2000 asphalt cement prime coat extended over a period of several days.

Since the cold weather prevented the hot asphalt cement from working satisfactorily, a CRS-2 emulsified asphalt was substituted for the prime coat. This work was conducted around October 17, 1975. As with the asphalt cement, the emulsified asphalt failed to penetrate the surface of the aggregate leveling course and chips applied to it did not adhere. After applying the prime coat from mile post 15.5 to approximately milepost 13.5 and finding it unsatisfactory, the remainder was abandoned.

The work of placing and compacting the grid-rolled subbase and aggregate leveling course continued on the project until mid-November. During the prior grading operation, the shoulders had been excavated to provide for the extra 6 in. thickness of grid-rolled base along the widened portion of the roadbed. Because of the condition of the roadbed, primarily the excavated shoulders, the Resident Engineer and the Region office decided to take a "calculated risk" and allow the contractor to continue placing the grid-rolled subbase and the aggregate leveling course with the hope that a period of warm weather would recur to permit applying the prime coat. The weather did not moderate to the extent necessary for placing the prime coat, making it necessary to maintain the roadway as a gravel surface during the 1975-76 winter. An MC-250 prime coat was applied over the entire project the next spring, prior to paving.

Maintenance

Following the contractor's completion of placing the subbase and most of the aggregate leveling about mid-November, maintenance necessary to keep the highway serviceable was performed by the local Highway Division maintenance crew. Since a very small percentage of the aggregate leveling course passed the #200 sieve, there were almost no plastic fines to bind the wearing surface together. This resulted in a surface that raveled very readily. It appears the winter maintenance resulted in some contamination of the granular material with native soil from shoulder or ditch line. Also, some mechanical breakdown of the surfacing material would be expected from the maintenance blading and from traffic abrasion. As an aggregate surfaced road, the fines would help reduce the raveling, making it somewhat easier to maintain. Since the 3/4 in. to 0 aggregate leveling course was quite thin, it was difficult to maintain the surface without getting down into the 4 1/2 in. to 0 grid-rolled subbase. It was reported the subbase sometimes showed through on the surface. During 1975, the full 2 in. course of 3/4 in. to 0 material was placed on approximately the southern five miles of the project. On the northern five miles, approximately 1 in. of aggregate leveling course was placed in the fall and the remaining portion was placed the next spring prior to paving. The Resident Engineer reported the surface looked good at that time. There was not enough contamination or breakdown of the rock to be visually apparent. After the aggregate leveling course was completed and the surface reshaped, the MC-250 liquid asphalt prime coat with 1/4 in. to #10 chips was applied.

Post-Construction Evaluation

As a result of distress observed in the wheel tracks of the pavement during the fall and winter of 1977-78, an evaluation of the pavement design and materials was requested. The pavement [illegible] icularly in the north-bound wheel tracks. Seven [illegible] ed randomly along the project and each strata of material, including the subgrade, was sampled at each site. Properties of the pavement, base, and subgrade found in each of the seven test holes are shown on the attached tabulation (Pages 15 and 16).

Although there are several properties in which the sampled materials did not entirely comply with the construction specifications, the most obvious deviations are in the gradation of the aggregate leveling course and the grid-rolled subbase. Comparing the test results during the production of the granular material with the tests from the test holes, a significant degradation or contamination of the material occurred between production in the fall of 1975 and the sampling during May of 1978.

For the aggregate leveling course, five out of six samples were outside of the specification range on the passing 3/8 in. and passing 1/4 in. There is no specification for passing #200 for base aggregates but the amount found from the test holes was much higher than the production tests indicated. Values ranged from 9.2 percent to 13.6 percent passing #200. Whether the result of degradation of the rock or contamination with other soils, the high percent passing #200 would be detrimental to performance. Except for one sand equivalent value of 29, the tests exceeded the minimum value of 30.

The grid-rolled subbase indicated some of the same breakdown or contamination in that the passing #200 ranged from 5.8 percent to 13.5 percent. Tests at the time of production were generally in the range of 0 to 3 percent passing #200. Sand equivalent values on the subbase, from the test holes, ranged from 22 to 37. Two of the samples had sand equivalents below the value of 25 specified at the time of construction. Although there is an indication of possible mechanical breakdown or degradation of the material, all samples that were tested easily met the requirements of the Los Angeles abrasion test and the Oregon degradation test. From this, one can draw the conclusion the excess fines are more likely the result of contamination with native soils. The pavement surface at test holes 3, 5, and 7 had alligator cracking with traces of fines that had pumped up through the cracks. The grid-rolled subbase at each of these samples showed some plasticity in the fines. Hole 5 had a PI of 14, hole 7 a PI of 6, and hole 3, a PI of 1. The plastic fines may have been pumped from the subgrade up into the subbase and base by the action of traffic.

In comparing the properties of the asphalt concrete with the job mix formula used at construction, the excess material passing the #10 sieve exists at each of the seven test holes. Test holes 3, 4, and 5 also had excess passing the 1/4 in. sieve. The asphalt content was 0.1 percent outside of tolerance on the high side for hole 1, 0.2 percent on the low side for hole 4, and 0.5 percent on the low side for hole 7. The viscosities of the recovered asphalt cement show that significant hardening has occurred at test holes 3 through 7 inclusive. The highest viscosities exist at test holes 3, 5, and 7 which are also the three holes having alligator cracking of the surface.

In the evaluation of the asphalt concrete from the test holes, uncoated aggregate was observed in five of the seven samples. Three of these were evaluated to have 25 percent uncoated aggregate, one had 50 percent uncoated aggregate, and another 50 percent uncoated aggregate in the bottom 1 in. Qualification tests for the aggregate did meet requirements for asphalt coating and the retained wet strength for the design asphalt concrete mix was satisfactory.

The relative compaction of the asphalt concrete was 6.3 percent below the specified 92 percent at test hole 5 and was 0.5 percent low at test hole 6.

The other five test locations had acceptable compaction values.

At test holes 6 and 7, the soil classification of the subgrade is A-7. The R values at natural moisture were 6 and 11 for test holes 6 and 7 respectively. Since an R value of 15 was used in design, these low values could contribute to reduced pavement performance. Test hole 2 has an R value of 10 at natural moisture but at this location the old oil mat and cinder base would serve to strengthen the pavement section.

Traffic Exposure

Past traffic on this section of highway, including truck loadings, has been quite light. For purpose of design, a 70 percent increase in truck traffic was estimated for the 20-year design. On a straight line basis, the prediction was for a 3.5 percent annual increase. The 1975 ADT was 300, with 11 percent trucks.

During the summer, fall and winter of 1977-78 the road was subjected to unexpected log truck traffic. It was reported a large cold deck of logs was transported from Lakeview to a sawmill in Burns. We have not determined the amount of timber moved but it was apparently substantial, from the reports. This log truck traffic could quite easily have equaled the equivalent wheel loads projected for the highway over a period of several years, particularly if overloads were prevalent. For example, even with legal loads, hauling four loads per hour, forty hours per week would provide equivalent wheel loads equal to an extra year of traffic in less than 6 months.

Even though the magnitude of the log hauling is not known, it is apparent it was a factor in causing the distress. Most of the observed distress was in the north-bound lane, and all of the test holes on which alligator cracking was observed are in the north-bound lane. This is, of course, the lane the loaded log trucks occupied. Although significant, the empty trucks on the southbound trip would be far less damaging.

Conclusions

The distress suffered by the pavement on the North Unit of the Riley-Lake County Line Section is apparently the result of a combination of factors. No single cause has been identified but several items probably contributed to the problem In order to stretch the available funds to permit construction of the section, the design was marginal. From samples taken during this evaluation, it appears the design R value of 15 may have been high for some portions of the subgrade soil. The thickness design had no margin of safety but the first-stage construction would have been expected to serve for five or more years without significant distress.

The grid-rolled subbase was actually the base course since only a 2 in. aggregate leveling course was placed over it. Even for the light traffic projected for this highway, since the thickness design was a minimum for that traffic projection, materials meeting the specifications for aggregate base probably should have been required. The grid-rolled subbase has very loose requirements for gradation and requires a minimum sand equivalent value of 25. Specifications for aggregate base define the gradation more closely and require a minimum sand equivalent value of 30. Also, crushing the material to size before placement instead of crushing by grid-rolling would reduce the pumping of subgrade soil up into the base. There are other differences but these are probably the significant ones in this case. A number of the sand equivalent values taken during placing and compacting the subbase failed to pass the sand equivalent requirement of 25 and only 8 samples out of 46 would have passed the sand equivalent of 30 required for aggregate base. The subbase can not be considered equivalent to a 1.0 "crushed base equivalent" and perhaps it should not even be given a 0.8 CBE.

Consistent problems that showed up during construction were with the low sand equivalent values on the subbase and the high percentage passing the #10 sieve in the asphalt concrete. Although it was thought the low sand equivalent values measured on the subbase materials were the result of contamination in taking the samples on the grade, it is likely the performance would demonstrate that same contamination. The excess material passing the #10 sieve in the modified class "C" asphalt concrete would result in a greater surface area to be coated and therefore the asphalt coating would be thinner. The thin films result in a less flexible pavement; one in which the fatigue life is reduced. This problem was recognized at the time of construction and a 2.5 percent penalty was assessed against the contractor for the pavement.

As a result of questionable planning on the part of the contractor and the early cold weather, the prime coat specified to carry traffic through the winter could not be placed. The result was that the road had to be maintained as a granular surface until the next construction season. Samples of the materials from the seven test holes taken during this investigation indicate a significant change in gradation occurred in the subbase and leveling courses. Most of the samples had high percentages passing the #200 sieve. Whether from mechanical breakdown, degradation due to weathering, or contamination with native subgrade soils is uncertain, but regardless, the result is an inferior material. The rock passed the Los Angeles abrasion test and the Oregon degradation test, making the likelihood of contamination by native soils seem more probable. The high percentages passing the #200 sieve caused the roadbed to be more resilient, increasing deflections, thus resulting in a reduced fatigue life for the pavement.

The prevalence of uncoated aggregate in the asphalt concrete samples taken from the test holes is a concern. This investigation has not determined a reason for the apparent stripping. Qualification tests on the paving rock and retained wet-strength tests on asphalt concrete mixes indicated asphalt-aggregate adhesion should not be a problem. The lack of aggregate coating has not had any obvious effect on the performance of the pavement, however, it may have been a contributing factor to some of the observed distress.

The pavement design anticipated 80 percent of the Benkleman beam deflections on the first-stage construction (the 1.5 in. pavement) would be below 0.038 in. or 0.040 in. In March 1978, the measured 80 percentile deflection was 0.058 in. but by May of 1978 it had firmed to 0.047 in. The latter value is still about 20 percent higher than anticipated. In May, the average measured deflection was 0.039 in. The May deflections were averaged separately for the north-bound lane and the south-bound lane to determine whether the loaded log trucks traveling north-bound made a significant difference in deflections. Although the north-bound deflections were slightly higher, the difference was not significant. The fact that the measured deflections were higher than anticipated in the design confirms that the pavement components did not perform as well as expected. Since both the leveling course and the asphalt concrete were thin, the main strength of the section had to come from the grid-rolled subbase. For future similar designs, it is suggested the requirements for this material be up-graded. The use of a crushed material would reduce the potential for pumping subgrade fines into the base course during the grid-rolling breakdown. Also, for material used with so little cover, a sand equivalent requirement of 30 minimum would be preferable if aggregate sources permit such a requirement. Elimination of the high percentage of material passing the #200 sieve would provide a greatly improved base.

The early distress in the pavement must be attributed to several factors: the heavy log truck traffic, a marginal design, unfavorable fall weather, and some marginal const [illegible]

Pavement Repair

During the sumer of 1978, the distressed areas in [illegible] ired by cutting the pavement on each side of the wheel path, removing [illegible] ed pavement, and repaving with asphalt concrete. Almost all of the patching was required in the north-bound lane. If the aggregate immediately under the pavement was poor, a portion of it was removed and a thicker pavement section placed. Repairs were made where needed; in the outer wheel path, the inner wheel path, or both, but not the full lane width. The patching was well done and the ride on the highway is very good. If the log hauling does not resume, the highway should now serve with moderate maintenance until the need for the second-stage overlay would normally have been expected according to the original design.

Gordon Beecroft
September, 1978

NORTH UNIT, RILEY-LAKE COUNTY LINE SECTION
PAVEMENT CHARACTERISTICS AND PROPERTIES
FROM TEST HOLES - MAY 1978

PROPERTY	TEST HOLE NUMBER						
	1	2	3	4	5	6	7
ilepost	7.0	5.95	9.0	11.0	14.9	13.14	13.35
ocation from centerline	8' Rt	10.5' Lt	10' Lt	5' Rt	8' Lt	11' Rt	4.5' Lt
urface Condition	GOOD	GOOD	ALLIGATOR	GOOD	ALLIGATOR	GOOD	ALLIGATOR
SPHALT CONCRETE							
Thickness, inches	2.3	2.3	2.5	1.6	1.4	2.0	2.1
Asphalt Content, %	8.6	7.6	8.0	7.3	8.0	7.6	7.0
Viscosity @ 140°F.	6006	6456	9880	9219	11,230	9171	11,065
Voids, In-place, %	10.9	14.8	13.5	13.8	15.8	14.3	14.7
Relative Compaction %	92.2	92.2	93.0	93.0	85.7	91.5	92.6
S 1st Compaction	30	28	34	34	33	33	33
S 2nd Compaction	42	42	45	45	46	45	44
Uncoated Aggregate	25%	50% bottom 1"	50%	0	-	25%	25%
Gradation outside tolerance, %							
p 1/4"	0	0	6 Hi	11 Hi	3 Hi	0	0
p #10, %	3 Hi	1 Hi	5 Hi	8 Hi	5 Hi	4 Hi	2 Hi
Asphalt, %	0.1 Hi	0	0	0.2 Lo	0	0	0.5 Lo
GGREGATE LEVELING							
Depth, from-to, inches	2.5-4	3-3.5	3-4	None	1.5-2.5	2.5-3.75	2.25-3
Sand Equivalent (30 min)	38	33	34	ident-	45	35	29
Gradation, % pass 3/4 (90-100 spec.)	94.3	86.9	95.8	ified	89.9	95.6	93.9
3/8 (55-75)	76.4	59.4	80.9		75.7	75.6	85.6
1/4 (40-60)	67.2	46.1	72.1		61.3	61.5	78.3
p 200 (no spec.)	10.1	9.4	13.1		12.0	9.2	13.6

NORTH UNIT, RILEY-LAKE COUNTY LINE SECTION
PAVEMENT CHARACTERISTICS AND PROPERTIES
FROM TEST HOLES - MAY 1978

PROPERTY	TEST HOLE NUMBER						
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urface Condition	GOOD	GOOD	ALLIGATOR	GOOD	ALLIGATOR	GOOD	ALLIGATOR
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Thickness, inches	2.3	2.3	2.5	1.6	1.4	2.0	2.1
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S 1st Compaction	30	28	34	34	33	33	33
S 2nd Compaction	42	42	45	45	46	45	44
Uncoated Aggregate	25%	50% bottom 1"	50%	0	-	25%	25%
Gradation outside tolerance, %							
p 1/4"	0	0	6 Hi	11 Hi	3 Hi	0	0
p #10, %	3 Hi	1 Hi	5 Hi	8 Hi	5 Hi	4 Hi	2 Hi
Asphalt, %	0.1 Hi	0	0	0.2 Lo	0	0	0.5 Lo
GGREGATE LEVELING							
Depth, from-to, inches	2.5-4	3-3.5	3-4	None	1.5-2.5	2.5-3.75	2.25-3
Sand Equivalent (30 min)	38	33	34	ident-	45	35	29
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3/8 (55-75)	76.4	59.4	80.9		75.7	75.6	85.6
1/4 (40-60)	67.2	46.1	72.1		61.3	61.5	78.3
p 200 (no spec.)	10.1	9.4	13.1		12.0	9.2	13.6

PROPERTY	1	2	3	4	5		
GRID-ROLLED SUBBASE							
Depth, from-to, inches	4-9.5	3.5-11.7	4-16.7	2-7	2.5-12.5	3.75-16.5	3-9
Sand equiv. (25 min)	26	26	22	37	22	32	25
L A Abrasion (45 Max)	26.6	24.72	22.54	26.07	-	26.65	-
Degrad. p20 (30 max)	12.6	13.1	15.2	14.7	12.9	15.2	-
Degrad. Ht. (3 max)	0.9	0.8	1.1	0.9	-	1.3	-
R value	81	85	71	85	-	86	72
Gradation, % pass							
5 inches	100	100	100	100	100	100	100
1/4 inches (10-50)	45.4	40.4	50.0	46.7	48.4	37.1	46.1
p 200 (8 max)	9.0	7.9	13.5	12.1	12.0	5.8	9.0
LL, PI	21, 1	-	20, 1	19, NP	32, 14	20, NP	27, 6
OLD OIL MAT							
Depth, from-to, inches	-	11.7-15.2	-	7-9	-	-	-
Asphalt content, %	-	12.8	-	11.2	-	-	-
OLD CINDER BASE	Subbase*						
Depth, from-to, inches	9.5-12.2	15.2-17.7	-	9-18	-	-	-
Sand equivalent	22	29	-	60	-	-	-
R value	84	87	-	78	-	-	-
p 200, %	9.5	16.1	-	21.8	-	-	-
SUBGRADE SOIL	A-4	A-4	A-6	A-4	A-4	A-7-5	A-7-6
Depth sampled, inches	14-23.5	17.7-31	16.7-27	18-34	12.5-23	16.5-22.5	9-23
Liquid Limit	28	26	32	34	31	59	41
Plasticity Index	9	8	14	NP	9	23	16
R at natural moisture	25	10	15	76	17	6	11
Natural moisture, %	19.5	19.3	18.9	26	19.4	37.3	32.3

* Subbase divided because of plastic fines in top portion.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 6, 1978
1859

FROM: John C. Jenkins
Engineer of Materials & Research
By Gordon
Gordon Beecroft
Research Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: North Unit, Riley-Lake County Line Section

K

1 Keasey	RECEIVED	Richards
Jackmond		Berg
Hopkins	OCT 6 1978	Inloes
Williams		Widmer
Johnsen	CONSTRUCTION	Gebauer
2 Glenn	BRANCH	Church

As you noted, a factor not addressed in our report concerning the analysis of design and construction on the North Unit, Riley-Lake County Line Section was the substitution of MC 250 liquid asphalt for the AR 1000 or AR 2000 asphalt cement specified for the prime coat on the project.

The quantities set up for the project provided for an application of 0.4 gal per sq yd of the asphalt cement. From the quantity of MC 250 used, the application rate was approximately 0.24 gal per sq yd. After evaporation of the distillate, the residual asphalt would result in an application of 0.16 to 0.18 gal per sq yd. The heavier application rate provided for with the asphalt cement would have a much greater likelihood of providing an impermeable prime coat under the porous asphalt concrete wearing course. It is not likely that either prime coat treatment would be totally impermeable, but it is reasonable to expect a lower subgrade moisture content would have prevailed with the higher asphalt application.

We can only speculate on the degree of effect the higher subgrade moisture would have on the performance of the pavement. The higher moisture content would result in a lower R value and in higher deflections, to some degree. The substitution of MC 250 asphalt, in itself, would have little or no effect, but the reduced residual asphalt content, compared to the anticipated amount, is significant. Since the effect this probable increased porosity would have on the subgrade moisture content is unknown, it can only be said this might have been an additional factor contributing to the observed distress.

GB:pf

cc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
Dale Allen
Wayne Cobine
C. J. Gregg
Jim Wilson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97303

September 29, 1978

FILE:

SUBJECT: North Unit, Riley-Lake County
Line Section
Lakeview-Burns Highway

FROM: John C. Jenkins
Engineer of Materials & Research
By Gordon

TO: Gordon Beecroft
Research Engineer

TO E. S. Hunter
Technical Services Engineer

Attached is a report "Analysis of Design, Materials and Construction on the North Unit, Riley-Lake County Line Section" providing our analysis of the circumstances associated with the construction of the project and the causes of the observed distress.

We identified several factors which, in combination, led to the early signs of distress. Principal among the contributing factors were unexpected log truck traffic, a marginal design, unfavorable fall weather, and marginal construction materials. Basic to several of these is the problem of trying to build too much road with too little money.

GB:pf

cc: H.S. Coulter
C.T. Keasey
J.H. Versteeg
Dale Allen
Wayne Cobine
C.J. Gregg

BC: J. E. Wilson
J. C. Jenkins

Attachment

[illegible]

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TECHNICAL SERVICES
SEP 30 1978
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97303

September 29, 1978

FILE:
NOTED
H. S. COULTER

SUBJECT: North Unit, Riley-Lake County
Line Section
Lakeview-Burns Highway

FROM: John C. Jenkins
Engineer of Materials & Research
By Gordon

TO: Gordon Beecroft
Research Engineer

TO E. S. Hunter
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GB:pf

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C.T. Keasey
J.H. Versteeg
Dale Allen
Wayne Cobine
C.J. Gregg

Attachment

10/4
what happened to
permeability of mix
and prime? —
Could be reviewed w/ Gordon [illegible]
[illegible] [illegible] [illegible]

RECEIVED
STATE HWY ENGR
[illegible]
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FOR
Info | [illegible] | [illegible] | [illegible] | Sec | Att | File

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: John Jenkins, Engineer
Materials and Research

DATE: May 15, 1978

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT: N. Unit, Riley-Lake County Line Section
Lakeview-Burns Highway

I have attached for your information copies of recent correspondence regarding the N. Unit, Riley-Lake County Line Section of the Lakeview-Burns Highway overlay and widening project.

The Feds have requested an investigation to determine the reasons for the project showing early signs of distress.

To comply with this request, I would like you to do the necessary investigative work and prepare a report containing your conclusions for transmittal to the Feds. ✓

ESH:ja

Enc.

NOTED
JOHN C. JENKINS

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg (enc.)

Gordon Beecroft says part of the final report is being typed now and the remainder should be completed about Sept. 27.

JJ

RECEIVED
SEP 2 1978
MATERIALS DIVISION
OFFICE

RECEIVED
TECHNICAL SERVICES
SEP 25 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
SEP 25 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

I would like to see report as soon as possible —
HSC

81-125-1307

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 7, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Pavement Failure, N. Unit
Riley-Lake County Line

TO: E. S. Hunter
Technical Services Engineer

You asked that an investigation of the project be made to determine the cause of early failure of the pavement. Investigation is underway. Samples of material from good and bad areas have been obtained and an analysis is proceeding. Deflections were also obtained to be used in the analysis and redesign of the roadway. Estimated costs are

Sampling	(Soil & Geology)	$4,000
Testing	(Materials)	7,000
Analysis	(Research)	1,200

Completion is estimated for August 7 at the present level of effort.

JCJ:gs

cc: C. J. Gregg
J. E. Wilson
G. W. Beecroft

CC Glen Green
C. T. Keasey
H. S. Coulter
6-12-78

RECEIVED
[illegible]
JUN [illegible] '78
REFER TO
FOR
Info [illegible] Act [illegible]

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 15, 1978

TO: John Jenkins, Engineer
Materials and Research

ORIGINAL SIGNED
E. S. HUNTER

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT: N. Unit, Riley-Lake County Line Section
Lakeview-Burns Highway

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ESH:ja

Enc.

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg (enc.)

Send cys to
Bob Poole
5-17-78

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 8, 1978

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: E. S. Hunter
Mgr., Office of Technical Services

SUBJECT: North Unit, Riley-Lake
Co. Line Section
Lakeview-Burns Highway
Contract No. 8220

Under date of February 28, 1978, the Federal Highway Administration informed us that they were withholding final acceptance of the subject project due to the premature severe distress which occurred in less than one year. A copy of that letter is attached.

In order to fully respond, it will be necessary to conduct an investigation into the cause of the failure which, I believe should be conducted by our Materials Section.

The FHWA has also required that physical repair be undertaken to withstand the wheel loads and weather conditions anticipated, and that pavement design practices as they relate to 3R type projects be reviewed.

It is requested that you initiate the investigation of the failure and the review of pavement design practices, and that a project be initiated to reinforce and correct the failed section.

CTK:mk

Attach.

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STATE HWY ENGR
MAY -9 '78
REFER TO
FOR
Info File

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: May 2, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project No. 600(2)
North Unit, Riley-Lake County Line Section
Lakeview-Burns Highway
Your Reference HB.4-OR

This is in response to your February 28 letter concerning premature distress of the pavement on this section.

We will not be able to accomplish permanent physical repairs this year. We will, of course, perform necessary maintenance on the section to preserve it until such time as permanent repairs and reinforcement can be done.

We would be happy to discuss this matter with you or members of your staff at some mutually agreeable time.

5/3/78
REFER TO
Keasey
By STATE HWY. ENGR.

FHWA letter had three or four items to respond to. —
1. Cause of failure
2. what physical repairs should be made and when would we do so
3. Pavement 3R design practice review. —
4. Review of design on Wagontire – Lake Co. Line. Project. —

All this discussion is inability to make permanent repairs [illegible] —

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 28, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. 600(2)
North Unit, Riley-Lake County Line Section
Lakeview-Burns Highway
Harney County
Final Acceptance

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

NOTED
H. S. COULTER

We are withholding final acceptance of this project at this time.

This less than 2-year old 3R type project appears to be experiencing premature severe distress of the pavement structure in that nearly 1/3 of the wheeltrack area is either badly alligator cracked or broken out. To provide an acceptable completed project we recommend the cause of the failure be investigated, that physical repair of the road to withstand anticipated wheel loads on weather conditions be undertaken, and that pavement design practices as they relate to 3R type projects be reviewed to insure the adequacy of pavements constructed on future 3R type projects.

If possible, repairs should be made this summer to preserve the present investment. The adjacent Wagontire-Lake County Line project which is scheduled for construction this year should also be reviewed to insure an adequate pavement section.

We would appreciate the opportunity to discuss the above comments with you or members of your staff prior to beginning repairs.

G.K.
fr G. L. Green

RECEIVED
STATE HWY ENGR
MAR 1 '78
REFER TO
Keasey
FOR
Info Inves R.D D.R Sig Act File

49

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE CON 5
8220

Lakeview, Oregon
February 2, 1978

FROM: Wayne F. Cobine
Resident Engineer

Wayne Cobine

TO: C. T. Keasey
Construction Engineer

SUBJECT: Riley-Lake Co. Line Section
(M.P. 5.3 to M.P. 15.5 Unit)
Lakeview-Burns Highway
Harney County

Since the paving on this project was completed in June 1976, I have made random inspection trips over it to check on the stability of the 1-1/2" Class "C" Modified A. C. surface.

The surface appeared in good condition until November 9, 1977, when two small areas began alligatoring in the right wheel track northbound, and one pop-out had occurred. Since that time I have been kept informed of the situation by Richard Stoeckel, Alkali Lake Maintenance Foreman. The pop-out indicated the pavement to be 1-1/2" thick, but the base aggregate was heavily saturated with moisture.

Again on January 31, 1978, I went over said project with R. J. VanCleave, Regional Geologist to again look at the alligatoring and broken out areas as the maintenance foreman had indicated they were increasing in number. The pavement was sightly damp and the cracking (alligatoring) was very much visible, a reasonable estimate would place about 30 percent of wheel track area cracked, with about 6 locations where the pavement had completely broken out.

Again the pavement depth was as per plan, it also appeared that in the newer broken areas the prime coat was still in place. The evidence indicated that moisture is the prime culprit, passing through the Class "C" Modified A. C., and then migrating through the prime and/or laying thereon. Thence in the freeze-thraw cycle small hair line cracks form and then water gets into the pavement and causes additional cracking until the whole surface is cracked, and comes apart. It appears that this Class "C" Modified A. C. does not hold any of the flexure characteristics normally associated with A. C. pavements; but of course when a 20" CBE requirements is called for and only 14.6" CBE is constructed, problems can be anticipated.

I strongly recommend that the future 2" A. C. mat be placed this summer to avoid complete detororation of the surface. This overlay project could be incorporated with the up coming contract on the Wagontire-Lake Co. Line Section, or awarded under a separate contract. Estimated cost of a 2" overlay is $375,000.00.

REFERRED TO
Beard
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ✓
Christensen
George
Olson
Terpin
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ENGINEERING SECTION

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FILE: CON 5
8220

SUBJECT: Riley-Lake Co. Line Section
(M.P. 5.3 to M.P. 15.5 Unit)
Lakeview-Burns Highway
Harney County

I feel that although this Class of pavement looks good in its initial stages, it's performance leaves much to be desired, and I can understand why it is no longer being used.

Although my concern is about the failure of this surface, I am also concerned about the up coming project from Wagontire to Lake County Line, and hope that sufficienct pavement is incorporated into its construction.

R. J. VanCleave has several pictures of the failure areas, and a report is being prepared by his office which should be forthcoming.

cc: J. H. Versteeg
R. C. Pool
R. J. VanCleave
File

WFC:ddb

- 8220

FORM 81-734-3030

49

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 2, 1978

FILE: CON 5
8220

FROM: Robert C. Pool
Robert C. Pool
Regional Construction Engineer

SUBJECT: Pavement Failure
Riley-Lake County Line
Contract No. 8220

TO: J. H. Versteeg
Head of Engineering
Office of Technical Services

Yesterday we were discussing the pavement failure on the North Unit, Riley-Lake County Line Section.

I am attaching a report which our Regional Geologist made when he inspected the project on January 28. The roadbed is failing because moisture is getting through the modified Class "C" surfacing and becoming trapped on top of the base rock.

I feel that it is essential to do some additional work on this section prior to next winter, whether it be on a contract or with maintenance forces. If there are funds available, I would like to see the work done as part of the same contract with the South Unit, which is scheduled for construction this spring. I would recommend that this section be sealed and overlaid with two inches of Class "B" AC. My second choice would be to overlay it with an 0-9 oil mat.

I would further recommend surfacing on the South Unit include a minimum of three inches of Class "B" AC. If, because of funding, it is necessary to have less surfacing than this, an 0-11 oil mat would be preferable.

RCP:pw
Enclosure

Versteeg ✓
Christensen DC
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BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 2, 1978

FILE: CON 5
8220

VanCleave

FROM: R. J. VanCleave
Regional Geologist

TO: R. C. Pool
Assistant Regional Engineer

SUBJECT: Pavement Failure
Riley-Lake County Line
Contract 8220
Lakeview-Burns Highway

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 2 1978 RDE
RSO REGION 4 RBE
ASSIGNED________

The surfacing on this project was completed in June of 1976. I reviewed this section on January 28, 1978, and found the surfacing starting to badly deteriorate. Certainly a new project should last longer then one and one-half years.

Base design for this section consists of 12" grid rolled base, 2" 3/4-0 level, 1 1/2" modified Class C on new work. Only 6" of grid rolled base was used where the existing grade and alignment was utilized. A staged 2" AC Final wearing course is also projected to bring the existing CBE of 15.5 up to 19.5. Other projects on the Lakeview-Burns Highway were built with a CBE of 17.5-20.0. It appears this project was slightly under designed.

Early November, 1977 was when maintenance first noticed the pavement starting to break up on two wheel track areas. Now there are at least six areas 15'-30' long broken out, with an additional four areas ready to fail. I would estimate approximately 35% of the wheel track areas are showing alligation and hair line cracks. Moisture is the cause of failure. Apparently it penetrates through the AC to the seal coat and not migrate to the shoulders as it should. The freeze-thaw cycle first causes hair line cracks. Additional freeze-thaw causes more spalling and alligation until there is a checker-board failure. The grid rolled base showed no pumping or failure. There was a slight excess passing #10 when the project was constructed, and this may have contributed to the free drainage and flexibility of the Mod C Mix.

I'm concerned that this surfacing may not go through another winter. I would recommend that the final 2" staged AC be put on this summer. This can be done in conjunction with the upcoming S. Unit Riley-Lake County Line Section.

Also, a minimum of 3" of AC should only be considered in the base design for the South Unit.

RJV:pw
cc: Clarence Gregg
Wayne Cobine

220 49

Salem, Oregon
November 29, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Engineering

South Unit, Riley-Lake County Line
Lakeview-Burns Highway
Harney County

E. S. Hunter
Technical Services Engineer

This is a 7 mile project 32' in width; surfacing consists of 12" in base, 2" in leveling and 1-1/2" of "E" mix. Present cost estimate is 1.6 million dollars. The project is in Final Design and is being worked on. Preliminary plans will be available March 1, 1978.

The right-of-way requirements are being determined and will be given to the Right-of-Way Descriptions Unit the middle of December. Based on eight months to acquire the right-of-way from the Bureau of Land Management the earliest contracting date would be September 1978.

JHV:jh

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NOV 30 1977
ENGINEERING SECTION

Versteeg
Christensen
George
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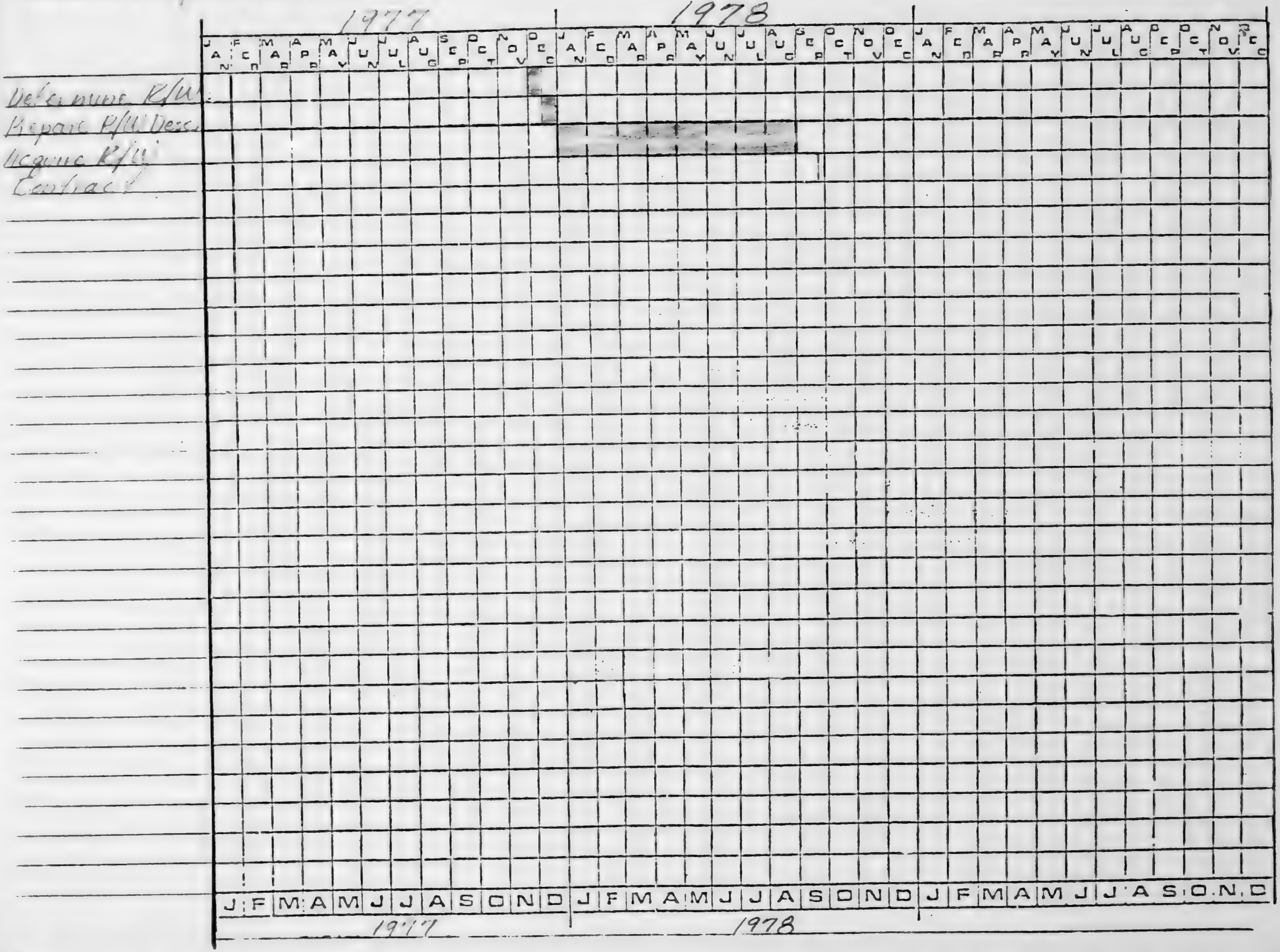
BY FINAL DESIGN ENGINEER

[illegible] Riley - Lake Co Line

PROJECT SCHEDULE

Lakeview-Burns Hwy



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 25, 1977

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: James H. Versteeg
Engineering

SUBJECT: South Unit, Riley-Lake County Line
Lakeview-Burns Highway
Harney County

ok Subject project was transmitted to Final Design on November 2, 1977 and assigned to Bill Piete of Watson's design crew. Watson says preliminary plans will be available March 1, 1978.

[illegible] 19TH Right of Way requirements will be ready for Right of Way Description Unit about December 1, 1978.

[illegible] 8 Based on [illegible] Final Earliest contracting date would be August 1978 based on a period of eight months to acquire right of way from the Bureau of Land Management.

RBC

FET:jp

[illegible] 19 Final [illegible]
Jan 14 [illegible]
21 [illegible] Final
Final [illegible]

1 Versteeg
2 Christensen
George
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Terpin
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3 Scott
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NOV 25 1977
ENGINEERING SECTION

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 600(1)

STATE PROJECT NO. See Below

COUNTY NAME Harney & Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-30

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-19-77

FEDERAL ROUTE NUMBER Secondary 405

STATE ROUTE NUMBER Primary 49

GENERAL LOCATION:

"Riley - Lake County Line Section"

GENERAL DESCRIPTION OF WORK:

Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Archeology Study
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-13-77 letter this will confirm the verbal authorization of Mr. Kappus to proceed with site examination for the South Unit, Riley-Lake County Line Section at a total estiamted cost not to exceed $1800, FF $1544

A signed copy of authorization is attached.

DATE 10-27-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5205

STATE OF OREGON 1859
ROBERT W. STRAUP
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 18 1977
NORMA PAULUS
SECRETARY OF STATE

July 15, 1977

Mr. Joe Young
Joe Young Explosives, Inc.
13th and Wasco
P. O. Box 267
Hood River, OR 97031

Dear Mr. Young:

This will acknowledge receipt of your letter of July 12, 1977, informing us that Cody Logging & Construction Co. owes you for explosives in the amount of $30,540.90.

This appears to be in reference to the Robert H. O'Hair and O'Hair Construction Co. Contract No. 8220, MP 5.3 to MP 15.5 Unit, Riley-Lake County Line Section project in Harney County.

The US Fidelity and Guaranty Co. furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

This contract was completed on June 25, 1976, and accepted by the State on October 19, 1976.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON
7-25-77 kr

CWH:kkr

cc: US Fidelity and Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Robert H. O'Hair and
O'Hair Construction Co.
P. O. Box 3188
Redding, CA 96001

bc: Hon. Norma Paulus - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

JOE YOUNG EXPLOSIVES, INC.
A Minority Small Business

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July 12, 1977

Mr. Cecil Head
Oregon State Highway Division
Room 212
Salem, Oregon

Dear Sir:

May this letter serve as my claim as follows;

Contract # 8220 Robt. H. O'Hare and O'Hare Construction Co.
Grading and paving MP 5.3 to MP 15.5
Riley-Lake County Section, Lakeview Burns Highway, Harney County.

Cody Logging and Construction Co. Tygh Valley, Oregon 97063, Sub Contractor, doing the drilling and blasting and crushing of materials used on the above job.

Our claim is against Cody Logging & Construction Co. We furnished the necessary Explosives to Cody logging & Construction to do the above Contract. Cody Logging & Construction Co. owes Joe Young Explosives Inc. $30,540.90 for these explosives.

I swear the above figure is true and exact according to our records, of which Cody Logging and Construction Co. has the original copies.

Mr. William Cody Jr. states that Mr. O'Hare has been paid by the State of Oregon for this contract # 8220 but has not paid Cody Logging & Construction for his sub-contract part of the job.

Sincerely,

Joe Young

RECEIVED
JUL 15 1977
CONSTRUCTION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
C. W. HEAD

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING . . . . . . SALEM, OREGON 97310

March 15, 1977

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attn: John Spencer Stewart

Re: Riley-Lake Co. Line Sec.
Contract No. 8220
M.P. 5.3 to M.P. 15.5 Unit
Bid Item No. 15
Grid-Rolled Aggregate
Subbase

Dear Sir:

Find enclosed twenty-nine (29) sheets of xerox copies of Daily Progress Reports, Surfacing and Other Rock Crushing Jobs, upon which the daily quantities of the subject aggregate have been affixed. Corrections to the original entries were performed by myself, and were necessary so as to reflect quantities verified for payment.

If further information should be desired, please feel free to contact me via telephone (378-6545).

Very truly yours,

Roger L. Gebauer

Roger L. Gebauer
Final Estimates Engineer

RLG:mk

bc: J. S. Sollis
C. T. Keasey
W. F. Cobine
General Files ✓

Form 81-734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-1-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-600(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-30

COUNTY NAME
Harney & Lake

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
Rulien
FOR
D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 4, 1976

FEDERAL ROUTE NUMBER
Secondary 405

STATE ROUTE NUMBER
Primary 49

GENERAL LOCATION:

"Riley-Lake County Line Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program change adding to character of work archeology salvage at a total estimated cost of $1,015 - FF $870.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's November 22, 1976, memorandum, I approve the program change adding archeology salvage to the subject project and you are authorized to proceed with the work as shown above.

A copy of the approved archeology agreement is returned herewith.

DATE
12-1-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-858

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Div. Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. RS-600(2)
		COUNTY NAME Riley-Lake Cty Line
	ITEM NO. RS-41	PROGRAM STAGE (Check) Harney ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOV 12 '76

REFER TO Rulien

FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 6-25-76	FEDERAL ROUTE NUMBER Secondary 405
		STATE ROUTE NUMBER Primary 49

GENERAL LOCATION:

US 395 5.2 miles S.W. Riley,S.W. 10.1 miles

GENERAL DESCRIPTION OF WORK:

Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 10-15-76 I approve the program change as follows:

Project Location changed to: U.S. 395, 5.2 miles S.W. Riley, S.W. 10.1 miles

Project Termini changed to: U.S. 395, 5.2 miles S.W. Riley, S.W. 10.1 miles

Miles changed to: 10.1

DATE 11-2-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner for	TITLE Division Administrator

FORM PR-1240 (REV. [illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—[illegible]

8 2 2.

STATE COPY

-/5

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-59+60
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Harney

Project Number: RS-600(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,332,101	$ 1,332,101
Federal funds	$ 1,041,560	$ 1,142,942
Other revisions		

This modification is made for the following reasons:

To increase federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previously 100% funding under PL 94-30 to a net of $189,159

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

✓

Oregon State Highway Division
Salem, Oregon, October 15, 1976

Federal Aid Project
No. RS-600(2)

MP 5.3 to MP 15.5 Unit
Riley-Lake County Line Section
Lakeview-Burns Highway In Harney County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3950+50 to Sta. 4485+00)

Total same as previous estimate of May 6, 1976 $1,332,101.00

Length of Project - - - - - - 10.104 miles

Cost of Roadway per mile - - - - $131,838.97

*Federal Funds -	$1,142,942.00
State Funds -	189,159.00
TOTAL	$1,332,101.00

Group 1-100%

Contract No. 8220

Prefix 13-1052

*Increase federal aid pro rata to 85.8%

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
5-129
PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State
Oregon
County
Harney
Project Number
RS-600(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,332,101	$ 1,332,101
Federal funds	$ 1,041,560	$ 1,332,101
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 290,541."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

822 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-83		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Harney
MODIFICATION NUMBER 1	5 12 76	Project Number RS-600(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,192,509	$ 1,332,101
Federal funds	$ 932,422	$ 1,041,560
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 6, 1976

Federal Aid Project
No. RS-600(2)

M.P. 5.3 TO M.P. 15.5 UNIT
RILEY-LAKE COUNTY LINE SECTION
LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3950+50 to Sta. 4485+00)

Subtotal on previous estimate of June 9, 1975			$1,060,008.00

Previous Estimate

Flagmen	900 hrs.	14.00	12,600.00
General Excavation	55,000 cu.yd.	2.55	140,250.00
Grid Roller with Tractor	400 hrs.	35.00	14,000.00
3/4"-0 Aggregate Base	21,000 ton	3.90	81,900.00
Class "C" Modified Asphalt Concrete Mix.	16,200 ton	7.00	113,400.00
Asphalt Cement In Mix.	1,150 ton	85.00	97,750.00
			$ 459,900.00

Revised Estimate

Flagmen	3,400 hrs.	14.00	47,600.00
General Excavation	70,036 cu.yd.	2.55	178,591.80
Grid Roller with Tractor	790 hrs.	35.00	27,650.00
3/4"-Aggregate Base	23,900 ton	3.90	93,210.00
Class "C" Modified Asphalt Concrete Mix.	17,800 ton	7.00	124,600.00
Asphalt Cement In Mix.	1,504 ton	85.00	127,840.00
			599,491.80
		Increase	139,591.80
		Subtotal	$ 1,199,599.80
		Engineering	132,501.20
		Total	$ 1,332,101.00

Length of Project - - - 10.104 miles
Cost of Roadway per mile - - - $ 131,835.97

Federal Funds	-	$ 1,041,560.00
State Funds	-	290,541.00
	Total	$ 1,332,101.00

Group 1 - 100%

Contract No. 8220

Prefix: 13-1052

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-118

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1 12 7

orm Approved; O.M.B. No. 04-R2089

STATE: Oregon
COUNTY: Harney
PROJECT NO.: RS-600(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, 5.2 mi. S.W. Riley, S.W. 10.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-30-75	10.104

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 1,192,509	FEDERAL FUNDS $ 932,422

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer

orm PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

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rly oval of a minor program change,
limits of the project 0.947 mile
ull project length of 10.1 miles.
lowing changes will be necessary in th
items should now read:
ct Location: U.S. 395
U.S.

orm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-118	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Harney PROJECT NO. RS-600(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, 5.2 mi. S.W. Riley, S.W. 10.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-75	10.104
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,192,509	$ 932,422

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 9, 1975

Federal-aid Project
No. RS-600(2)

M.P. 5.3 to M.P. 15.5 Unit
Riley-Lake County Line Section
Lakeview-Burns Highway
Harney County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3950+50 to Sta. 4485+00)

Furnish Field Laboratory	1	only		$ 3,000.00
Mobilization	All	Required		93,590.00
Temporary Protection and Direction of Traffic	All	Required		12,000.00
Temporary Signs	570	sq.ft.	5.00	2,850.00
Flagmen	900	hour	14.00	12,600.00
Pilot Car	300	hour	18.00	5,400.00
Clearing and Grubbing	All	Required		5,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
Ditch Excavation	32	cu.yd.	10.00	320.00
General Excavation	55,000	cu.yd.	2.55	140,250.00
Overhaul	11,800	C-Yd. Sta.	0.40	4,720.00
Trench Excavation	150	cu.yd.	7.50	1,125.00
Finishing Roadbed and Slopes	10	mile	1,000.00	10,000.00
Watering	3,500	M-gal.	8.00	28,000.00
Aggregate Subbase, Grid-Rolled	120,000	ton	2.65	318,000.00
Grid Roller with Tractor	400	hour	35.00	14,000.00
3/4" - 0 Aggregate Base	21,000	ton	3.90	81,900.00
Class "C" Modified Asphalt Concrete Mixture	16,200	ton	7.00	113,400.00
Asphalt Cement in Mixture	1,150	ton	85.00	97,750.00
Portland Cement Additive in Class "C" Modified Mixture	162	ton	69.00	11,178.00
1/2" - 0 Aggregate in Prime Coat	2,500	cu.yd.	14.00	35,000.00
AR-1000 or AR-2000 Asphalt in Prime Coat	370	ton	110.00	40,700.00
18-inch Culvert Pipe	340	lin.ft.	8.25	2,805.00
48-inch Culvert Pipe	20	lin.ft.	26.50	530.00
48-inch Arch Type Pipe	22	lin.ft.	45.00	990.00
Extra for Asphalt Approaches	3	only	150.00	450.00
Guide Posts	280	only	15.00	4,200.00
Seeding and Mulching	25	acre	430.00	10,750.00
				$1,051,508.00

Anticipated Items

Slide Correction	All Required	$ 2,000.00
Permanent Signing	All Required	1,000.00
Permanent Pavement Striping	All Required	2,200.00
Temporary Erosion Control	All Required	2,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
2 Painted Cattle Guards and Adjust Fence	All Required	500.00
		$ 8,500.00
	Subtotal	$1,060,008.00
	Engineering	132,501.00
	Total	$1,192,509.00

Length of Project - - - - - - - - 10.104 miles
Cost of Roadway per Mile- - - - - $118,023.45

Federal Funds -	$ 932,422.00
State Funds -	260,087.00
Total	$1,192,509.00

Group 1 - 100%

Contract No. 8220

Prefix No.: 13-1052

8220

1

October 21, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On October 19, 1976, we wrote to you concerning release of final payment on Contract No. 8220 awarded to Robert H. O'Hair and O'Hair Construction Company for work on the MP 5.3 to MP 15.5 Unit, Riley-Lake County Line Section of the Lakeview-Burns Highway in Harney County.

Final payment on this contract is $14,070.90 and the total contract amount is $1,166,838.93 including $390.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Robert H. O'Hair and
O'Hair Construction Co.
P. O. Box 3188
Redding, CA 96001

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

PRO 6-2

October 15, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. RS-600(2)
MP 5.3 to MP 15.5 Unit
Riley-Lake County Line Section

We hereby request your approval of a minor program change, to shorten the southerly limits of the project 0.947 mile to give an overall project length of 10.1 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: U.S. 395, 5.2 mi. S.W. Riley, S.W. 10.1 mi.
2. Termini: U.S. 395, 5.2 mi. S.W. Riley, S.W. 10.1 mi.
3. Miles: 10.1

The southerly limits of this project were previously extended by a minor program change since it was thought that the roadway would not support the contractor's hauling equipment and that the construction would be required. During the process of construction within the original project and contract limits it was found the existing roadway was withstanding the contractor's material hauling with only minor patching being required to restore the roadway to its original condition, therefore, no construction was accomplished outside the original limits.

CL:bb

cc: D. E. Swan

8220 15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Riley-Lake County Line

WEEK ENDING: August 27, 1976

SECTION PREFIX: 13-1052

HIGHWAY: Lakeview-Burns

COUNTY: Harney

NAME OF JOB: MP 5.3 to 15.5 Unit

KIND OF WORK: Grading & Paving

CONTRACTOR: Robert H. O'Hair & O'Hair Const. Co.

CONTRACT NUMBER: 8220

FEDERAL AID PROJECT NUMBER: RS-600(2)

DATE OF CONTRACT: June 3, 1975

DATE WORK STARTED: June 3, 1975

ESTIMATED COMPLETION DATE: June 25, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 325

CALENDAR DAYS USED 269

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 83

PROJECT AUTHORIZATION: $ 1,352,158.51

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 1,252,658.51

ENGINEERING AUTHORIZATION $ 99,500.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,180,105.68

ENGINEERING COST TO DATE $ 96,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5.79 %

PERCENT OF AUTHORIZATION 96 %

DATE PROJECT WAS COMPLETED: June 25, 1976
Semi-Final was submitted on August 24, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	10.1	10.1			10.1
MILES PARTIALLY COMPLETED	10.1	10.1			10.1
MILES COMPLETED	10.1	10.1			10.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	55,000	141,000			16,200
TOTAL QUANTITIES CORRECTED TO DATE	70,036	147,100			17,714
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70,036	147,100			17,714
AVERAGE DAILY QUANTITIES	934	2,380			2,960
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project was complated on June 25, 1976
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	NO ACTIVITY THIS WEEK
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

THIS IS THE FINAL REPORT

SIGNED Wayne F. Cobine LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

May 3, 1976

Linn Sanitary Service
2725 S.W. 33rd
Redmond, OR 97756

Gentlemen:

Thank you for your recent letter advising us that you have received payment in full on April 21, 1976, from Cody Logging and Construction Company, subcontractor to O'Hair Construction Company.

This appears to be in reference to your claim in the amount of $188.73 on Contract No. 8220 and $170.00 on Contract No. 8179.

This information is being noted in our records, and we will advise the surety and the principal contractor that this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Robert H. O'Hair and O'Hair Construction Co.
P. O. Box 3188
Redding, CA 96001

Files

5058

F I L E D
MAR 24 1976
CLAY MYERS
SECRETARY OF STATE

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 23, 1976

Kobin & Meyer
Attorneys at Law
Suite 800
610 SW Alder St.
Portland, OR 97205

7-16-76

Attention: John Spencer Stewart

Gentlemen:

We have received your letter of March 18, 1976, with attached Notice of Claim of your client, Cody Logging & Construction Co., advising that Robert N. O'Hair and O'Hair Construction Company owes them $235,737.08 for labor, materials and equipment. This appears to be in reference to the Robert H. O'Hair and O'Hair Construction Co., Contract No. 8220, MP 5.3 to MP 15.5 Unit, Riley-Lake Co. Line Section, Lakeview-Burns Highway in Harney County.

The US Fidelity and Guaranty Co. furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Robert H. O'Hair and
O'Hair Construction Co.
PO Box 3188
Redding, CA 96001

US Fidelity & Guaranty Co.
Portland Office
520 SW 6th Ave.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

March 18, 1976

REGULAR AND CERTIFIED -
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Transportation Commission
Salem, OR 97310

ATTN: Cecil W. Head

RE: Oregon State Highway Department
Contract Nos. 8197 and 8220

Gentlemen:

We are attorneys for Cody Logging & Construction Co. a subcontractor to the prime contractor relative to the captioned contracts, said prime contractor being a joint venture consisting of Robert N. O'Hair and O'Hair Construction Company, a California corporation.

Enclosed for filing and recordation Notices of Claim of Cody relative to the referenced contracts.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

JSS:dl
cc: Robert N. O'Hair
cc: O'Hair Construction Company
cc: United States Fidelity & Guaranty Co.
cc: Secretary of State, State of Oregon

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Notice of Claim
(ORS 279.526)

TO: OREGON STATE HIGHWAY DEPARTMENT -
Transportation Commission - State of Oregon
Cecil W. Head - Commission Services

NOTICE IS HEREBY GIVEN that the undersigned, CODY LOGGING AND CONSTRUCTION COMPANY, an Oregon corporation, a subcontractor directly to the hereinafter described joint venture, has a claim for labor performed and materials and equipment furnished in the sum of $235,737.08 against the bond taken from Robert N. O'Hair, an individual, and O'Hair Construction Co., a California corporation, authorized to do business in the State of Oregon as a joint venture, as principal, and United States Fidelity & Guaranty Company, a Maryland corporation, as surety, relative to the prime contract dated June 3, 1975 designated OSHD Contract No. 8220 (grading and paving MP5.3 to MP15.5 units of the Lake View - Burns Highway in Harney County, Oregon, Riley Lake County Line Section).

DATED: March 16, 1976.

CODY LOGGING AND CONSTRUCTION CO.

By William Cody
William Cody, President

cc: Robert N. O'Hair
cc: O'Hair Construction Co.
cc: United States Fidelity & Guaranty Co.
cc: Secretary of State, State of Oregon

RECEIVED
MAR 19 1976
COMMISSION SERVI
DEPARTMENT OF TRANSPORTA

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 22, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

ORIGINAL SIGNED BY
F. B. KLABOE

AGENDA
MAR 3 0 1976

SUBJECT Riley-Lake County Line (M.P. 5.3 to 15.5 Unit) Contract No. 8220
Request for Increase in Project Authorization

An overrun of 13.4 percent is now expected on this project under contract to R.H. O'Hair Construction Company. The project is to reconstruct a 10.2-mile section of the Lakeview-Burns Highway south of Riley in Harney County. It follows an existing alignment but includes nine short sections of grade line change requiring a complete new surfacing section and stage construction, a new grid rolled subbase over the existing 20-foot oiled roadway, and a new 24-foot asphaltic concrete surface with four-foot paved shoulders.

Three main reasons account for the overrun: Additional grading quantities, including flagging and grid rolled subbase; an unusually high asphalt content in the A.C. pavement (8 percent); and additional A.C. aggregate. The contract quantity of 55,000 cubic yards excavation has been increased to about 70,000 cubic yards in order to make the required embankments. This has resulted in more of the full depth subbase construction than originally planned and increased the hourly grid rolling item on which the plan quantity was low. Most of the increases in cost are in bid items at contract prices.

The project has Federal-aid Secondary funding and all the above increases are expected to be participating.

Your approval of an increase of $159,649.51 to a new total authorization of $1,352,158.51 is requested. This matter will be on the agenda for your consideration at the March 30 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter w-att.
H. S. Coulter
C. T. Keasey
George Bell
Carl Williams

JAB:fr dpy

M 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 17, 1976

FILE: CON 5 #8220

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Riley-Lake County Line (M.P. 5.3 to 15.5 Unit)
Contract No. 8220
Request for Increase in Project Authorization

Herewith form E-372 showing an expected 13.4 percent overrun on this project. Three main reasons account for the overrun: Additional grading quantities, including flagging and grid rolled subbase; an unusually high asphalt content in the A.C. (8 percent); and utilization of additional A.C. aggregate originally produced last year anticipating a .95 mile extension of the southerly project limits, but now to be utilized in a slight increase in depth of A.C. through the plan project.

The project follows an existing alignment but includes some 9 shorter sections of grade line change requiring a complete new surfacing section and stage construction, a new 6 inch minimum depth of grid rolled subbase over the existing 20 foot oiled roadway and a new 24 foot A.C. surface with 4 foot paved shoulders. The contract quantity of 55,000 cubic yards excavation has been increased to about 70,000 cubic yards in order to make the required embankments. This has resulted in more of the full depth subbase construction than originally planned and aggravated the hourly grid rolling item on which the plan quantity was low anyway.

A program modification was approved by FHWA last fall to increase the project paving some .95 mile on the southerly end. The material source being used had caused construction hauling over this section and raised concern about damaging it to the point where a full overlay would be required. More recent observations indicate that the section is holding up better than expected and the additional A.C. aggregate which had already been produced for this extension will be used within the original project limits instead. A patching item will be negotiated for selected repair of the .95 mile.

This project has federal-aid secondary funding and all the above increases are expected to be participating. Most of the increases in cost are in bid items at contract prices, so we have no amendment type price agreements yet. The patching work probably will be at a new P.A. price but is expected to amount to only 0.1 percent of the contract amount, so there is no necessity to submit this to the Public Contract Review Board. We have added a $15,000 item in the overrun for future contingencies on the unfinished work. We are therefore asking for a net increase of $159,649.51 to a new total authorization of $1,352,158.51.

Rough draft letter to the Transportation Commission is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
MAR 1 [illegible]
Office of
Assistant State Highway Engineer

8236

COPY

Oregon State Highway Division
State of Oregon
Highway Blvd.
Salem, OR 97310

Attn: C. T. Keasey, Construction Engineer

Employers Insurance
of Wausau

9400 SOUTHWEST BEAVERTON HIGHWAY • SUITE 300 • BEAVERTON, OREGON 97005 • PHONE (503) 297-4911

February 24, 1976

Arthur C. Lewis
26367 Avenue Terraza
Saugus, CA 91350

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
Coulter
FO
Info
Inves
R/D
Act
File

Repair Costs
1968 GMC Camper
M53-29518

Dear Mr. Lewis:

We have received copies of your letter of October 9, 1975 and subsequent letter of November 7, 1975 directed to Gossuto Truck, Inc. in Redding, California.

We are not sure what the connection might be between our insured, O'Hair Construction Company, Gossuto Truck, Inc. and yourself.

We shall appreciate hearing from you giving us full particulars as to the damage sustained to your camper, advise as to the exact location wherein the damage was sustained and on what date and from what cause.

We shall await hearing from you that we then might be able to determine whether or not we are able to consider your claim as being that of the responsibility of O'Hair Construction Co.

Very truly yours,

Claim Supervisor

JLyon:cc/po

cc: O'Hair Construction Company
Oregon State Hwy. Division

RECEIVED
FEB 26 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

3220

OREGON STATE
HIGHWAY DIVISION

616 NORTH FOURTH STREET, LAKEVIEW, OREGON 97630

STRAUB

JANUARY 28,1976

Mr. Robert H. O'Nair
Robert H. O'Nair & O'Nair Const. Co.
P. O. Box 3188
Redding, Calif. 96001

Re: Vehicle Damage
Riley-Lake Co. Line Sec.
Contract No. 3220

Dear Sir:

Attached are several copies of letters concerning vehicle damage claim by Mr. Arthur C. Lewis of Saugus, California.

As the letters indicate, his vehicle was damaged by a truck being used on the above referred to project. This is the second time he has written to the Highway Division and from the attached letters, he has written Cossuto Truck Inc., twice and your office has also been notified.

Apparently you have not taken any action on this subject as requested in letter to your office 12/22/75 by Mr. Warren Richards from the Construction office in Salem.

Respondsibility for damage and claims is specifically spelled out in Section 107 of the Standard Specifications. You should take appropriate action to settle this claim and notify this office when such settlement has been made.

Very truly yours,

Wayne F. Cobine
Resident Engineer

cc Carl Williams
H. S. Coulter

bc Mr. Arthur Lewis

NOTED
H.S.COULTER

E-123

OREGON STATE
HIGHWAY DIVISION

616 N. 4th. Street, Lakeview, Oregon 97630

ROBERT W. STRAUB
XXXXXXXXX

January 28, 1976

Mr. Arthur C. Lewis
26867 Avenida Terraza
Saugus, Calif. 91350

Re: Vehicle Damage
Riley-Lake Co. Line Sec.
Contract No. 8220

Dear Mr. Lewis:

I 'am in receipt of your letter dated 1/25/76 and have taken appropriate action to again to notify the contractor on said project of his contract obligations.

I apologize for the delay you have received in any effort on part of the contractor to settle this claim and hope that your experience will not change your mind to visit Oregon again.

Please keep this office advised of any progress towards settlement of your claim.

Very truly yours,

Wayne F. Cobine
Resident Engineer

cc Carl Williams
F. [illegible]. Coulter

E-123

8220

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 22, 1975

NOTED
E. S. HUNTER

Mr. Robert H. O'Hair
Robert H. O'Hair & O'Hair Const. Co.
P. O. Box 3183
Redding, CA 96001

Re: Vehicle Damage
Riley - Lake Co. Line Sec.
Contract No. 8220

Dear Sir:

Attached are copies of letters sent to Gossuto Truck, Inc. by Mr. Arthur Lewis of Saugus, California. Mr. Lewis indicates his camper was damaged by construction work on the subject project. Please investigate this matter and notify your insurance carrier.

It would be appreciated if you would notify Mr. Lewis as to what action you will be taking. Please send a copy of your response to Mr. Wayne Cobine, Resident Engineer for the project.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office Engineer

DEC 23 '75
REFER TO
FOR
RECEIVED
1975

WR:mk

Attach.

cc: Wayne Cobine
Carl Williams
H. S. Coulter
bc: Mr. Arthur Lewis - If you do not receive a response within what you consider a reasonable time, please notify:

Wayne Cobine
Oregon State Highway
616 N. 4th St.
Lakeview, OR 97630

26847 Avenida Terraza
Saugus, California, 91350
December 10, 1975

State Department of Highways,
State of Oregon,
Salem, Oregon

Dear Sirs;

Our camper was damaged by a highway construction truck while we were following the lead car in a caravan through an Oregon highway construction project. The two men in the lead car, and the truck foreman adknowledged their liability and told us to write their company, that the insurance company would take care of the damages.

I am enclosing copies of two letters I have written to the Gossuto Trucking Co., in Redding, California. Also enclosed are copies of the two estimates for repairs as instructed by Geno Thompson, truck foreman on the job. We have had no response from the Trucking Co. or their insurance company. Will you please give us some assistance in resolving this matter?

Very truly yours,

Arthur C. Lewis

RECEIVED
DEC 16 1975
Office of
Assistant State Highway Engineer

[illegible]
DEC 16 '75
REFER TO
[illegible]
FOR
Info | Inves | R/O | [illegible] ✓

26867 Avenida Terraza
Saugus, California 91350
November 7, 1975

Gossuto Truck, Inc.
P. O. Box 356
Redding, California

Att'n: Phil

Dear Sir;

On October 9, 1975, I wrote you regarding damages done to our camper by your equipment at the Railey Lake Project, Job #8220. I enclosed repair estimates as advised by Gene Thompson, foreman, on the job. To date we have not heard from you or your insurance company. Will you please respond immediately regarding this claim.

Thank you,

Very truly yours,

Arthur C. Lewis

[illegible]
STATE [illegible]
DEC 16 '75
REFER TO

26867 Ave. Terraza
Saugus, California 91350
October 9, 1975

Gossuto Truck, Inc.
P. O. Box 356
Redding, California

Attention: Phil

Dear Sir;

The enclosed repair estimates are for damage costs done to our camper truck at the Railey Lake Project, Job # 8220. Gene Thompson, foreman, verified the damage done on the site at the time and made a report to your office.

Please have your insurance company take care of this matter.

Very truly yours,

Arthur C. Lewis

RECEIVED

DEC 16 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Att	File

CEIVED

Ford Auto Body, Inc.

7857 Sepulveda Boulevard
Van Nuys, California 91405
(213) 988 7200

ESTIMATE OF REPAIRS

Car Owner ARTHUR C LEWIS Date 10 8 1975
Address 26567 AVE TERRAZA City SAUGUS, CALIF.
Phone 254 8715 Make GMC Year 68 Serial No. ____ Motor No. ____
Body Style ____ Mileage ____ License No. 26421B Paint No. ____ Style No. ____

Replace	Repair	ESTIMATE OF REPAIR COSTS	LABOR HRS.		PARTS		SUBLET	
	–	RT F FENDER						
–		" DOOR MOLD	3	5				
	–	" "		3	5	68		
			2	-				
		PAINT & MATERIAL						
			4	5			22	50
			10	3	5	68	22	50

Phil

Gossuto Truck Inc
PO Box 356
Redding, Calif
916-246-2617

Job 8220
Railey Lake

Gene Thompson
Foreman

The undersigned agrees to com
$ ____ Of this
is to pay
$ ____ Insurance
____ Depreciation
____ Work not covered by insurance
By: ____

...ten Disc.

Labor $ 103 00
Net Parts $ 5 68
Sublet $ 22 50
Sales Tax $ 1 69
ESTIMATE TOTAL $ 132 87
ADVANCE CHARGES $
GRAND TOTAL $

CEIVED

ESTIMATE VALENCIA Marty's

NEWHALL AUTO BODY INC.

24622 PINE STREET, NEWHALL, CALIFORNIA
Specializing
AMERICAN & FOREIGN CARS
PHONE (213) 365-2162 • (805) 259-7670

PAINTING
FRAME WORK
ALIGNMENT
FREE ESTIMATES
LOAN CARS

Sheet No. ________ of ________ Sheets

R. O. No. ________

REGISTERED OWNER [illegible] DATE 10-8-75

ADDRESS [illegible] MAKE GMC MODEL YEAR 68

PHONE [illegible] 115 [illegible] MILEAGE LICENSE NUMBER 26 421 C.

MOTOR NUMBER SERIAL NUMBER

INSURANCE COMPANY

ADDRESS PHONE ADJUSTER

CITY PHONE

REPAIR	REPLACE	ESTIMATE OF REPAIR COSTS	PAINT LABOR	METAL LABOR	PARTS	MECH SUBLET TOW
L		R/F Fender				
i		Right Door		3 0		
	L	" " Side Molding		2 0		
				3	565	
		Refinish [illegible]	40			2000
		TOTAL	40	53	565	[illegible]

REMARKS ________

53 METAL HRS. OF LABOR @ $ 10 PER HR. $ 53 00

40 PAINT HRS. OF LABOR @ $ 10 PER HR. $ 40 00

MECH LABOR @ $ PER HR. $

PAINT & ADD'L MAT. $ [illegible]

PARTS $ [illegible]

SUBLET & TOW $

SALES TAX $ 1 57

NET TOTAL $ 120 17

$ [illegible]

BY

[illegible] PARTS OR LABOR WHICH MAY BE REQUIRED AFTER THE WORK HAS BEEN [illegible] AFTER THE WORK HAS STARTED. WORN OR DAMAGED PARTS WHICH ARE NOT EVIDENT ON FIRST INSPECTION MAY BE DISCOVERED. NATURALLY THIS ESTIMATE CANNOT COVER SUCH CONTINGENCIES. PARTS PRICES SUBJECT TO CHANGE WITHOUT NOTICE. THIS ESTIMATE IS FOR IMMEDIATE ACCEPTANCE.

THIS WORK AUTHORIZED BY:

8250-

#5 5038 ✓ 5039

FILED
FEB 10 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 10 1976
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

February 6, 1976

3-2-76

Linn Sanitary Service
2725 SW 33rd
Redmond, OR 97756

Attn: Wesley O. Linn

Gentlemen:

This is to acknowledge receipt of your letter of February 4, 1976, advising us that Cody Logging & Const. (subcontractor) of O'Hair Const. Co. owes you for furnishing portable toilets on State Highway Contract Nos. 8197 and 8220.

From the description given in your letter, this appears to be in reference to the following contracts:

	Amount Owed
Contract No. 8197 - File #5038 Robert H. O'Hair and O'Hair Construction Co., Sage Hen Hill-Hines Section, Central Oregon Highway, Harney County	$170.00
Contract No. 8220 - File #5039 Robert H. O'Hair and O'Hair Construction Co., M.P. 5.3 to M.P. 15.5 Unit, Riley-Lake County Line Section, Lakeview-Burns Highway, Harney County	$188.73

The US Fidelity and Guaranty Co. furnished the bonds on these contracts which is given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety and principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claims have been satisifed.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:rw

cc: US Fidelity & Guaranty Co.
520 SW 6th Ave.
Portland, OR 97204

Robert H. O'Hair and O'Hair Construction Co.
PO Box 3188
Redding, CA 96001

Feb. 4, 1976

Linn Sanitary Service
2725 S. W. 33rd
Redmond, Ore. 97756

C. W. Head Mgr. Hwy. Comm. Serv.
Room 121
State Hwy. Building
Salem, Ore. 97310

Dear sir,

I furnished portable toilets to cody Logging & Const. A Sub-Contractor of O'Hair Const. On the Sage Hen Hill to H Heins Construction project. Contract #8197 the unpaid balance of $170.00

The service was furnished on a mileage rate for delivery and so much a month for the units provided.

I also furnished portable toilets to theabove mentioned contractor on the Riley-Lake county line Sect. M.P. 5.3 to 15.5 unit contract #8220. The balance owed on this service in $188.73

Sincerely
Wesley O. Linn
Wesley O. Linn

RECEIVED
FEB 5 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

590

November 20, 1975

Mr. James Wilhite
3742 Seahorn Drive
Malibu, CA 90265

Dear Mr. Wilhite:

From the further information you furnished, your mishap occurred on the Riley-Lake County Line Project for which Robert H. O'Hair and O'Hair Construction Company is the prime contractor.

I am enclosing a copy of my letter to the contractor. You should be hearing from the contractor or his insurance carrier soon.

Sincerely

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

Enc.

cc Robert H. O'Hair and
O'Hair Construction Co.
P. O. Box 253
Mt. Shasta, CA 96067

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. M. Williams
Wayne Cobine

November 19, 1975

Robert H. O'Hair and
O'Hair Construction Co.
Post Office Box 253
Mt. Shasta, CA 96067

Gentlemen:

I am enclosing information concerning a mishap that occurred October 3 on the Riley-Lake County Line Project, Contract No. 8220.

It would appear this claim is your responsibility. Would you please take the appropriate action.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

Enc.

cc C. M. Williams
Wayne Cobine

R. J. Wilhite
3742 Seaborn Drive
Malibu, CA 90265

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter (Assignment 341)
C. T. Keasey

James Wilhite

November 15, 1975

3742 Seahorn Drive
Malibu, California 90265

Mr. H.S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Division
Salem, Oregon 97310

Dear Mr. Coulter:

Thankyou for your courteous reply to my letter to Governor McCall. You have done a better job of pinpointing the mishap than I.

The accident did occur on Highway 395 south of Riley and north of Wagon Tire. Apparently, the previously enclosed gas slip (which I used to relocate the accident) used a Burns billing address while the station itself was physically located at Wagon Tire. Therefore my description should have been "approximately 20 miles north of Wagon Tire on route 395".

I will appreciate your further efforts on my claim.

Sincerely,

James Wilhite

James Wilhite

RECEIVED
NOV 19 1975

8220

November 18, 1975

341-H

Mr. James Wilhite
3742 Seahorn Drive
Malibu, California 90265

Dear Mr. Wilhite:

[illegible]

I'm sorry you encountered difficulty when traveling through Oregon. I referred your November 6 letter to the Department of Transportation and I understand they have written to you asking for more details as to the location of the construction project.

When the project is identified, your claim will be sent to the contractor's insurance carrier for handling.

If you need further assistance, I suggest you write to Mr. F. B. Klaboe, State Highway Administrator, State Highway Division, 140 State Highway Building, Salem, Oregon 97310.

Sincerely,

Governor

RWS:ha

bcc Department of Transportation

George M. Baldwin
E. S. Hunter
H. S. Coulter
C. T. Keasey
Carl Williams
W. E. Schwartz

ESH:ja
(Prepared for the Governor's signature subject to his approval.)

4220

November 13, 1975

Mr. James Wilhite
3742 Seahorn Drive
Malibu, California 90265

341-K

Dear Mr. Wilhite:

We have received your letter concerning the difficulty you encountered October 4 when traveling through Oregon.

You indicated the damage to your car occurred 20 miles north of Burns on US395. We have no record of any construction in that area last month. However, there was reconstruction work south of Riley on US395, which is 25 miles west of Burns. Construction work was also under way 3 to 15 miles southwest of Burns on US 20.

[illegible]
LEG 3-2

Will you please reconfirm the location of your mishap so your claim can be properly processed?

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. M. Williams
W. E. Schwartz

003437

Please prepare draft reply
for Governor's signature
by 11-20
Thank you.

James Wilhite

November 6, 1975
3742 Seahorn Drive
Malibu, California 90265

NOV 1 0 1975
Governor's Office

Governor Tom McCall
State of Oregon
Salem, Oregon

Dear Governor McCall:

I am sending this claim to you confident that you will forward this to the proper authority for settlement.

While travelling highway 395 approximately 20 miles north of Burns on October 4, I encountered extremely hazardous road conditions due to construction. The net result was $394.31 damage to the underbody of my Lincoln which included damage to the exhaust system which had just been replaced prior to the trip.

I am making claim for $394.31 against the contractor for his negligence in creating these hazardous conditions and trust that the state will back my claim against his insuror.

Sincerely,

James Wilhite

James Wilhite

att

RECEIVED
STATE HWY ENGR
NOV 1 2 '75
REFER TO
[illegible]
FOR

RECEIVED
NOV 1 2 1975
OFFICE
DIRECTOR of TRANSPORTATION

The following bills are submitted relating to the accident 10/4/75:

Sierra Lincoln Mercury (10/6/75) less (*) items not related to accident	$116.05 21.30	$94.75
Lynch Lincoln Mercury (10/14/75) G10261 gas tank, strap, rocker panel		$97.63
Lynch Lincoln Mercury (10/27/75) 34564 install parts		$147.31
Lynch Lincoln Mercury transmission cross member		$54.62
TOTAL		$394.31

G 10261

DATE 10-14-75
ORDER NO.
SOLD TO
ADDRESS C
SALESMAN S

CASH
CHARGE

QUANTITY	PART NUMBER	DESCRIPTION	UNIT LIST	UNIT NET	AMOUNT
1	C6YY. 7002 A	(gas tank)			61 60
1	C4SZ 8022 SAC	(strap)			3 30
1	C6YY. 5310176 A	(rocker moulding)			34 20

NO REFUND ON ELECTRICAL PARTS

LYNCH LINCOLN MERCURY
1229 SANTA MONICA BOULEVARD
PHONES 393-9881 • 870-7467
SANTA MONICA, CALIFORNIA 90401

No parts accepted for return after 5 days and no refunds without this invoice. A 10% handling charge on all merchandise. Special order parts not returnable.

REC'D BY

G 10261 CONTROL NO.

ACCOUNT	C	ACCT. NO.	AMOUNT
PARTS-WHLSE.		C 3400	
PARTS-COUNTER		C 3420	99 10
HOUSING INCENTIVE		C 1410	
GAS, OIL & GREASE		C 3670	
FMC RECEIVABLE		C 1160	
SALES TAX		2150	5 53
CHARGE SALES	SOURCE 350	1120	
CASH SALES	SOURCE 350	1010	[illegible]

13-7436 Norick Oklahoma City

---

720 622 386 4
SAVE
R J WILHITE
1970

NOV 1976

00340

[illegible] agrees to pay a late charge on past due balances of 1½% per month

[illegible] L SHOTWELL
WAGON TIRE & SUITE
BURNS OREGON
000583 4 1705 4

X R J Wilhite

10047E

Rec'd By

SUPREME ☑
CHEVRON CUSTOM OIL ☐

4.8 70.2 3 40

070KFT CA.

Customer's Original

Standard Oil Company of California

G

Total 3 40

These Amounts Must Agree

Thank you for purchasing S.O. products

9820

Leo Lynns

SIERRA LINCOLN-MERCURY, INC.

757 KIETZKE LANE • PHONE 786-1881
RENO, NEVADA 89502

SAVE PARTS YES☐ NO☐

QTY.	PART NO. OR DESCRIPTION		PRICE
2	C3VY-6B260-A gasket	★	1 30
1	C1AZ-6731-A oil Cart	★	5 60
1	COAZ-1012 Nut	★	1 C
1	Drain Plug	★	1 3C
1	LH [illegible]		5 45
3	C3VY-6B266-A gasket		2 6C
1	4000 [illegible]		1 95
1	1157 Bulb	★	9C
			36 15

YEAR	[illegible]
MAKE	[illegible]
MODEL	[illegible]
LICENSE	[illegible]KFT
SPEEDOMETER	73508
MOTOR NO	
DELIVERY DATE	
NAME	[illegible]
ADDRESS	[illegible]
CITY	[illegible] Calif
BILL TO	
ADDRESS	

DELIVER YES ☐ NO ☐

I hereby authorize the below repair work to be done along with necessary materials. You and your employees may operate vehicle for purposes of testing, inspection or delivery at my risk. An express mechanic's lien is acknowledged on vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

CUST. ORDER NO

SIGNED X [illegible]

DATE 10/10/[illegible]

WRITTEN BY [illegible]

Lubricate		
Change Oil	✓	
Change Oil Filter Cart	✓	1.00 ★
Service Air Cleaner		
Change Trans. Oil		
Change Diff. Oil		
Pack Front Wheel Brgs		
Adjust Brakes		
Balance Wheels		
Align Front Wheels		
X Tires		
Wash		
INTERNAL		

ESTIMATE $ REVISED ESTIMATE $ OK'D BY TIME PHONE ☐ IN PERSON ☐

3	[illegible]	16
	[illegible] right [illegible]	
	Inspected brakes [illegible]	
	[illegible]	
	[illegible] Deterioration	24
	[illegible] LR [illegible]	
	[illegible]	
3	Replace left [illegible]	6
3	[illegible] back up light	4 ★

BAC.

GAL. GAS	
QTS.	600 ★
LBS. GREASE	
QTS. TRANS FLUID	
TOTAL GAS, OIL & GREASE	

BILLING
☐ CASH
☐ CHARGE
☐ INTERNAL
OK'D BY

INTERNAL ACCT. COST

MECH. LABOR	51
BODY LABOR	
PARTS	36 15
ACCESSORIES	
GAS, OIL & GREASE	6
PAINT	
SUBLET	
SALES TAX	
	116 15

WE RECOMMEND THE FOLLOWING REPAIRS
1.
2.
3.
4.

THANK YOU

LYNCH LINCOLN-MERCURY

1229 SANTA MONICA BOULEVARD
PHONES 393-9881 • 870-7487
SANTA MONICA, CALIFORNIA 90401

MERCURY LINCOLN

DATE [illegible]

34564

I HEREBY AUTHORIZE THE BELOW REPAIR WORK TO BE DONE ALONG WITH NECESSARY MATERIALS. YOU AND YOUR EMPLOYEES MAY OPERATE ABOVE VEHICLE FOR PURPOSES OF TESTING, INSPECTION OR DELIVERY AT MY RISK. AN EXPRESS MECHANIC'S LIEN IS ACKNOWLEDGED ON ABOVE VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO. YOU WILL NOT BE HELD RESPONSIBLE FOR LOSS OR DAMAGE TO VEHICLE OR ARTICLES LEFT IN VEHICLE IN CASE OF FIRE, THEFT, ACCIDENT OR ANY OTHER CAUSE BEYOND MY CONTROL.

PRELIMINARY ESTIMATE $ [illegible]
AUTHORIZED ADDITIONS $
TIME:
DATE:
BY

SIGNED X [illegible]

TERMS: STRICTLY CASH OR CREDIT CARD

QTY.	PART NO. OR DESCRIPTION	SALE AMOUNT
2	[illegible] Additive	5 30
2	O-rings	36
1	Tank Unit	24 70
1	" Bolt	1 92
1	E/ Manifold	30 50
1	E/ [illegible]	5 02
4	" Stud	2 50

OWNER NAME AND ADDRESS
R. White
3742 [illegible] Dr
Malibu

TIME PROMISED AM 8 30 PM
CUST. ORDER NO.
ADVISER [illegible]
DELIVER YES ☐ NO ☐
PHONE WHEN READY YES ☐ NO ☐

YEAR [illegible] TYPE OR MODEL MAKE Linc [illegible]
MOTOR NO.
SERIAL NO.
[illegible]
PHONE 59-2630
RES.

PARTS AND LABOR GUARANTEED
for defects in workmanship or material for 4000 miles or 90 days whichever comes first.

OPER.	OPERATION	LABOR CHARGE
	MAJOR LUBE ☐	
	BODY LUBE ☐	
	CHANGE OIL ☐	
	CHANGE OIL FILT. CART ☐	
	SERVICE AIR CLEANER ☐	
	SERV. SMOG EMISS. SYST. ☐	
	PACK FRONT WHEEL BRGS ☐	
	SERVICE U-JOINTS ☐	
	ROTATE TIRES ☐	
	INSP. BRAKES FRT ☐ ALL ☐	
	ALIGN FRONT END ☐	
	BALANCE WHEELS ☐	
	SERVICE TRANS ☐	
	ADJ & LUBE BELTS ☐	
	4000 MILE SERVICE ☐	

REPAIR ORDER – LABOR INSTRUCTIONS

OPER. NO.		
1	[illegible]	
15	[illegible] manifold bolts [illegible]	36.00
7	[illegible] exhaust manifold [illegible]	22.00

REPAIR ORDER NO. 34564
MILEAGE 9998

WE RECOMMEND THE FOLLOWING REPAIRS
1. Road test
2. for Vibr[illegible]
3.
4.
5.
6.
7.
8.

P.O. NO.	SUBLET REPAIRS	

TOTAL SUBLET REPAIRS
GAS, OIL & GREASE
GALS. GAS @
QTS. OIL @
LBS. GREASE @

INTERNAL SALES

ACCT. NO.
3630
3630
3470
3470
3650
3660
3670
3671
5030
6040
8040

PARTS AND SERVICE SALES

	ACCT. NO.	SALES
	3600	72.00
	3610	71.05
	3430	
	3410	
	3650	
	3660	
	3670	
	3671	
TAX	2150	4 [illegible]
SOURCE 33(0) CHARGE SALES	1120	
SOURCE 33(0) CASH SALES	1010	147 31

42-1199

THANK YOU

I HEREBY AUTHORIZE THE BELOW REPAIR WORK TO BE DONE ALONG WITH NECESSARY MATERIALS. YOU AND YOUR EMPLOYEES MAY OPERATE ABOVE VEHICLE FOR PURPOSES OF TESTING, INSPECTION OR DELIVERY AT MY RISK. AN EXPRESS MECHANIC'S LIEN IS ACKNOWLEDGED ON ABOVE VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO. YOU WILL NOT BE HELD RESPONSIBLE FOR LOSS OR DAMAGE TO VEHICLE OR ARTICLES LEFT IN VEHICLE IN CASE OF FIRE, THEFT, ACCIDENT OR ANY OTHER CAUSE BEYOND YOUR CONTROL.

PRELIMINARY ESTIMATE	AUTHORIZED ADDITIONS	TIME:	DATE
$ [illegible]	$		BY

SIGNED X [illegible]

TERMS: STRICTLY CASH OR CREDIT CARD

LYNCH LINCOLN-MERCURY

1229 SANTA MONICA BOULEVARD
PHONES 393-9881 • 870-7487
SANTA MONICA, CALIFORNIA 90401

DATE [illegible]

34564

OWNER NAME AND ADDRESS
R. Wilhite
3702 [illegible] Dr
Malibu

TIME PROMISED AM 8:30 PM

CUST. ORDER NO.

AUTHORIZED BY 7

DELIVER YES ☐ NO ☐
PHONE WHEN READY YES ☐ NO ☐

YEAR	TYPE OR MODEL	MAKE	
[illegible]		Linc	[illegible]
MOTOR NO.		SERIAL NO.	[illegible]

PHONE [illegible]59 2620
RES.

PARTS AND LABOR GUARANTEED
for defects in workmanship or material for 4000 miles or 90 days whichever comes first.

QTY.	PART NO. OR DESCRIPTION	SALE AMOUNT	
2	gas Additive	5	30
2	O Rings		86
1	Tank Unit	24	70
1	" Bolt	1	92
1	Ex Manifold	30	50
1	Ex Gasket	5	02
4	" " Stud	2	80

SUBLET REPAIRS

P.O. NO.

TOTAL SUBLET REPAIRS

GAS, OIL & GREASE
GALS. GAS @
QTS. OIL @
LBS. GREASE @

OPER. NO.	REPAIR ORDER – LABOR INSTRUCTIONS	LABOR CHARGE
1	[illegible]	
	[illegible] tank unit [illegible]	
15	[illegible] bolts [illegible]	36.00
	[illegible]	
	[illegible]	
7	[illegible] Exhaust manifold	22.00
	[illegible]	[illegible]
	[illegible]	
	[illegible]	
	[illegible]	
		7.00

OPR.	OPERATION	LABOR CHARGE
	MAJOR LUBE ☐	
	BODY LUBE ☐	
	CHANGE OIL ☐	
	CHANGE OIL FILT. CART. ☐	
	SERVICE AIR CLEANER ☐	
	SERV. SMOG EMISS. SYST. ☐	
	PACK FRONT WHEEL BRGS ☐	
	SERVICE U-JOINTS ☐	
	ROTATE TIRES ☐	
	INSP. BRAKES FRT ☐ ALL ☐	
	ALIGN FRONT END ☐	
	BALANCE WHEELS ☐	
	SERVICE TRANS ☐	
	ADJ & LUBE BELTS ☐	
	4000 MILE SERVICE ☐	

REPAIR ORDER NO. 34564 MILEAGE 9998 8954

WE RECOMMEND THE FOLLOWING REPAIRS
1. Road test
2. for [illegible]
3.
4.
5.
6.
7.
8.

INTERNAL SALES

	ACCT. NO.	
[illegible]	3630	[illegible]
[illegible]	3630	[illegible]
[illegible]	3470	[illegible]
[illegible]	3470	[illegible]
[illegible]	3650	[illegible]
[illegible]	3660	[illegible]
[illegible]	3670	[illegible]
[illegible]	3671	[illegible]
[illegible]	5030	[illegible]
[illegible]	6040	[illegible]
POLICY ADJ.	8040	[illegible]

PARTS AND SERVICE SALES

		ACCT. NO.	SALE
[illegible]	[illegible]	3600	72.00
[illegible]	[illegible]	3610	71.05
[illegible]	[illegible]	3430	
[illegible]	[illegible]	3410	
[illegible]	[illegible]	3650	
[illegible]	[illegible]	3660	
[illegible]	[illegible]	3670	
[illegible]	[illegible]	3671	
TAX		2150	4.26
SOURCE 30 (0)	CHARGE SALES	1120	
SOURCE 33 (0)	CASH SALES	1010	147.31

42-1189

THANK YOU

-72 **LYNCH LINCOLN-MERCURY**
1229 SANTA MONICA BOULEVARD
PHONES 393-9881 • 870-7487
SANTA MONICA, CALIFORNIA 90401

DATE 10-30-75 34810

I HEREBY AUTHORIZE THE BELOW REPAIR WORK TO BE DONE ALONG WITH NECESSARY MATERIALS. YOU AND YOUR EMPLOYEES MAY OPERATE ABOVE VEHICLE FOR PURPOSES OF TESTING, INSPECTION OR DELIVERY AT MY RISK. AN EXPRESS MECHANIC'S LIEN IS ACKNOWLEDGED ON ABOVE VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO. YOU WILL NOT BE HELD RESPONSIBLE FOR LOSS OR DAMAGE TO VEHICLE OR ARTICLES LEFT IN VEHICLE IN CASE OF FIRE, THEFT, ACCIDENT OR ANY OTHER CAUSE BEYOND YOUR CONTROL.

PRELIMINARY ESTIMATE $ 345.60	AUTHORIZED ADDITIONS: TIME: DATE: $ BY

SIGNED X 345.60

TERMS: STRICTLY CASH OR CREDIT CARD

QTY.	PART NO. OR DESCRIPTION	SALE AMOUNT
1	Cross Member	2700

OWNER NAME AND ADDRESS
R. WICHITE
5742 SEAHOUN DR
MALIBU

YEAR	TYPE OR MODEL	MAKE	LICENSE
77		Linc	570KTT

MOTOR NO.
SERIAL NO.
70813

TIME PROMISED AM
CUST. ORDER NO.
WRITTEN BY 7
DELIVER YES ☐ NO ☐
PHONE WHEN READY YES ☐ NO ☐

PHONE BUS.
RES.

PARTS AND LABOR GUARANTEED
for defects in workmanship or material for 4000 miles or 90 days whichever comes first.

OPER.	OPERATION		LABOR CHARGE
	MAJOR LUBE	☐	
	BODY LUBE	☐	
	CHANGE OIL	☐	
	CHANGE OIL FILT. CART.	☐	
	SERVICE AIR CLEANER	☐	
	SERV. SMOG EMISS. SYST.	☐	
	PACK FRONT WHEEL BRGS.	☐	
	SERVICE U-JOINTS	☐	
	ROTATE TIRES	☐	
	INSP. BRAKES FRT ☐ ALL ☐	☐	
	ALIGN FRONT END	☐	
	BALANCE WHEELS	☐	
	SERVICE TRANS.	☐	
	ADJ. & LUBE BELTS	☐	
	4000 MILE SERVICE	☐	

OPER. NO.	REPAIR ORDER – LABOR INSTRUCTIONS	
15	Repr front cross member & straighten support plate	2600

SUBLET REPAIRS

P.O. NO.		
	TOTAL SUBLET REPAIRS	
	GAS, OIL & GREASE GALS. GAS @	
	QTS. OIL @	
	LBS. GREASE @	

REPAIR ORDER NO. 34810 CUST. NO. MILEAGE 9998 SER. ADV. 8854

WE RECOMMEND THE FOLLOWING REPAIRS
1. O/H trans
2.
3.
4.
5.
6.
7.
8.

42-1189

INTERNAL SALES

ACCT. NO.
3630
3630
3470
3470
3650
3660
3670
3671
5030
6040
8040

PARTS AND SERVICE SALES

	ACCT. NO.	SALE
	3600	2600
	3610	
	3400	2700
	3440	
	3650	
	3660	
	3670	
	3671	
TAX	2150	[illegible]
SOURCE 33 (0) CHARGE SALES	1120	
SOURCE 33 (1) CASH SALES	1010	[illegible]

THANK YOU

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

OBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1975

Mrs. Alice Longo
1541 Northwest 53rd.
Seattle, Washington 98101

Your letter of November 2, 1975 addressed to the Oregon Travel Information Service has been forwarded to this office for investigation and response.

First, I apologize for any inconvenience or delay you experienced on your recent trip through Central Oregon.

Detours associated with highway construction are normally limited to short distances so that any additional driving required, or out-of-the-way travel,will be an absolute minimum. Relative to Highway 395 from Riley south, there is no detour meeting acceptable criteria.

All construction areas have advance signing advising motorists of construction activity. Regular road reports are issued to the news media by the Highway Division on construction activities throughout the State. Tourist information centers generally have the construction activity information.

It is difficult, at best, to accomplish any improvement under traffic. At some stage of operations traffic will be required to travel on a less than desirable surface. For such times every effort is made to see that inconvenience and problems for the motorist are kept to a minimum.

A copy of this letter and your letter are being sent to the contractor for his information.

Again, I apologize for the inconvenience and delay you experienced. I hope you will not cross us off your list of places to visit and will be back to the Central Oregon area soon.

Robert A. Sandmann
Regional Construction Engineer

RECEIVED
NOV 19 1975

RAS:pw
cc: R. H. O'Hair, H. S. Coulter
Victor B. Fryer, Wayne Cobine

Form 81-734-3122

MAI 12-11
[illegible]

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 14, 1975

Mrs. Alice Longo
1541 Northwest 53
Seattle, WA 98107

Dear Mrs. Longo,

Thank you for your letter and the clipping of the article on skiing in Oregon.

I'm sorry to hear of the difficulties you had in traveling on Highway 395. There is some construction going on in three different areas there. I would not expect the highway to be in the condition you reported. Normally, our highway rules and regulations for both highway crews and private contractors on the job require that they keep the roadways as passable as possible and keep any delays of traffic to an absolute minimum.

I am forwarding your letter to Mr. Carl Williams, Regional Highway Engineer for that area of the state, asking him to investigate the situation and to respond to your letter.

I hope you have the opportunity to come back and visit Oregon again soon. I promise you that road conditions generally are very good in Oregon. I know, because I find myself driving over a good many of them on a regular basis.

Best wishes for a happy holiday season.

Sincerely,

**ORIGINAL SIGNED BY
VICTOR B. FRYER**

Victor B. Fryer
Travel Information Officer

NOTED
H. S. COULTER

VBF/mb

cc: Scott Coulter

RECEIVED
NOV 17 19
Office of
Assistant State Highway Engineer

Form 81-734-3122

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE November 14, 1975

TO Carl Williams
Regional Engineer at Bend

FROM Victor B. Fryer
Travel Information Officer

Vic Fryer

SUBJECT

Attached is a letter from Mrs. Alice Longo of Seattle complaining about hazardouse road conditions on Highway 395.

Would you check out her complaints and reply to her letter. I have no way of knowing whether she has any justification for her complaints or not.

cc: Scott Coulter

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8220 9-5-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-600(2)

STATE PROJECT NO. Riley-Lake County Line

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-41

COUNTY NAME Harney

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE September 5, 1975

FEDERAL ROUTE NUMBER Secondary Route 405

STATE ROUTE NUMBER Primary Route 49

GENERAL LOCATION:
US 395, 5.2 miles SW Riley 11.05 miles.

GENERAL DESCRIPTION OF WORK:
Minor Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE ~~AND/OR FORCE ACCOUNT BASIS~~

REMARKS

My program approval memorandum of April 30, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's September 4, 1975 letter I approve the minor program change to extend the limits of the subject project 0.947 mile southerly for an overall project length of 11.051 miles and you are authorized to proceed with the necessary work for this extension at a total estimated cost of $86,000.00 - federal funds $67,200.00.

DATE 9-5-75

SIGNATURE OF APPROVING OFFICIAL C R Burghardt for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

September 4, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RS-600(2)
M.P. 5.3 to M.P. 15.5 Unit
Riley-Lake County Line Section

We hereby request your approval, as a minor program change, to extend the limits of the subject project 0.947 mile southerly to give an overall project length of 11.051 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: U.S. 395, 5.2 mi. SW Riley, SW 11.05 mi.
2. Termini: U.S. 395, 5.2 mi. SW Riley, SW 11.05 mi.
3. Miles: 11.05

This extension of the project is necessary since the contractor has elected to use the prospective material source which will require the hauling of material from this source over approximately 5,000 feet of the existing roadway facilities which is not expected to support this increase in truck traffic. The extension of this project to include the construction required to complete the roadway facilities was discussed with Dave Carter, FHWA Area Engineer. Additional information is contained in the enclosed copy of Mr. Keasey's memo of September 3, 1975. The estimated cost of this additional work is $86,000 with federal fund of $67,200.

Upon your approval of this minor program change we will submit a revised project agreement estimate showing the revised limits.

Enclosure
CL:bz

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name MP 5.3 to MP 15.5 Unit, Riley-Lake Co. Line Date July 11, 1975

Highway Lakeview-Burns Contract No. 8220 F. A. Project No. RS-600(2)

County Harney Prefix 13-1052 Account No. 276

Description of Work To Be Done:

Permanent Signing by State Forces.

Approval Recommended as of 7-21-75

APPROVAL EFFECTIVE DATE 8/14/75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 8/14/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

As per sign drawing by John E. Holcomb, Regional Traffic Engineer.

Estimate of Quantities and Costs:

Materials- 6 signs & posts	$202.69
Labor- 2 men & Per Diem (4 days)	609.84
Equipment- 1 Sign Truck (4 Shifts)	110.80
Total	$840.97

Explanation

Permanent signing shall be done in conformance to appliable State standards. This was an anticipated item and funds for this work were included in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,192,509.00

Present estimate of project cost, including $840.97 for work under this order $1,192,509.00

Expected under-run / over-run (amount) . . . . . . $ 0.00

Expected under-run / over-run (per cent) 0.00

Space to right of this line is for use of Salem Office

Submitted by: Wayne F. Cobine
Wayne F. Cobine, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

R

4- 7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction Number 5-24

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-30-75

BY (Signature) L. W. Rulien's April 24, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 41 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
41	RS-600(2)	10.1	1,650,000	820,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
MP 5.3-MP 15.5 Unit. Riley-Lake County Line. Harney County, State of Oregon	Grade, drain, high type pavement

5-2-75
ORIGINAL TO
L. W. Rulien

RECEIVED
STATE HWY ENGR
MAY 2 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE 4-30-75

SIGNATURE AND TITLE C R Burghardt
G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

7090

FORM R-48
(Rev. 8-71)

GPO 915-690

2.34 R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 29, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Riley-Lake County Line
Lakeview-Burns Highway
Harney County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The length of the project on the named section has been reduced due to available funds. The prospective material source, at M.P. 37±, is to be deleted from the project due to reduced quantities required.

R. A. Sandmann, Region IV Construction Engineer, concurred on April 24 with the deletion of this source.

LKW:we
cc: E. S. Hunter
Victor D. Wolfe
Gary A. Potter
Carl M. Williams
C. G. Swenson
Lyle K. Watson

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#2220

PRO 6-2

April 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-600(2)

We are submitting program data for one Rural Secondary project, Item No. 41 Project No. RS-600(2), "MP 5.3 - MP 15.5 Unit, Riley-Lake County Line Section" which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on May 22, 1975.

A copy of the State Clearinghouse A-95 review approval letter was submitted under Project No. RS-600(1).

CL:jb

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-24-75

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 395, 5.2 mi. SW Riley, SW 10.1 mi. 65	ADT	PRESENT 270*	FUTURE (66) 440 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon	ST CO (2)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23 · NUMBER 7 600	SEQ (
CARD	CLASS OF FEDERAL FUNDS Rural Secondary	NAME OF URBAN AREA 17-31 - -	COUNTY NAME Harney	CODE 025 (14) (16)	ROUTE NO. S	FEDERAL-AID 405 (32)	STATE 49 (36) (37)	U.S. 395 (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 395, 5.2 mi. SW Riley, SW 10.1 mi.					
5					ROW							
5					CONST (CODE) 6201		"MP 5.3 - MP 15.5 Unit Riley-Lake County Line Sec."	10.1	1,050,000	820,900	229,100	
							PROJECT TOTALS	10.1	1,050,000 (16) (23)	820,900 (24) (33)	229,100	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

* DHV is 50

REMARKS Additional Data: Item No.
RS-600(1).

Gr
pa
Wi

RO
Ac
pa
Re

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-24-75

ADT	PRESENT 270*	FUTURE 440	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 4	APPN CODE 075	ITEM NO. 41

ECT LOCATION (45 typewriter spaces)
395, 5.2 mi. SW Riley, SW 10.1 mi.

ORK (35 typewriter
ve

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
RS-	600	(2)	

COUNTY NAME: Harney
CODE: 025

PROGRAM STAGE: ☐ 1 OR ☒ 2

Rural Secondary

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	405	49	395

- -

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 395, 5.2 mi. SW Riley, SW 10.1 mi.						Grade, drain & H.T. pave 2-12' lanes with 4' shoulders.
ROW								ROW - 100' normal; Access Control - partial; Parking Restrictions - none
CONST (CODE) 6201		"MP 5.3 - MP 15.5 Unit Riley-Lake County Line Sec."	10.1	1,050,000	820,900	229,100		
BY		PROJECT TOTALS	10.1	1,050,000	820,900	229,100		

APPROVAL DATES

* DHV is 50

REMARKS Additional Data: Item No. 30; Project No. RS-600(1).

-over-

MP 5.3 - MP 15.5 UNIT RILEY-LAKE COUNTY LINE SECTION

PROJECT NO. RS-600(2)

Remarks - continued

Project Data: The work under this project consists of grade, drain and A.C. pavement overlay necessary to widen and reconstruct the existing roadway facility to provide for two 12' lanes HT pavement with 4' shoulders and safety revision of roadway appurtenances (e.g. guardrail, minor drainage structures, etc.) common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Standards: None

Right of Way: No additional required.

IM 50-1-70 Requirements:

a. State Clearinghouse letter of approval dated December 31, 1974 submitted under project RS-600(1).

b. Notice of Intent was submitted to District 14 Clearinghouse on November 29, 1974 and as the notice of intent has lain before the District Clearinghouse more than the required 30 days without action it is assumed that no adverse review or comments will be received.

Public Hearings: Not required under the provisions of FHPM 7-7-5 para. 6C.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA January 6, 1975.

Location/Design: Not a factor in the development of this project.

Note: (1) On-the-Job Trainees, as set forth in FHWA interim 7-2(2), on this project will be determined a stage and the number stipulated in the PS & E documen

(2) This project is in congressional District No. 2.

MP 5.3 - MP 15.5 UNIT RILEY-LAKE COUNTY LINE SECTION

PROJECT NO. RS-600(2)

ged

e work under this project consists of grade, drain
t overlay necessary to widen and reconstruct the
facility to provide for two 12' lanes HT pavement
s and safety revision of roadway appurtenances (e.g.
.drainage structures, etc.) common to this type of

irports, Railroads, Water Developments, Historical
Areas: None involved.

inimum Standards: None

o additional required.

irements:

Clearinghouse letter of approval dated December 31,
ubmitted under project RS-600(1).

e of Intent was submitted to District 14 Clearinghouse
ember 29, 1974 and as the notice of intent has lain
e the District Clearinghouse more than the required
s without action it is assumed that no adverse review
ments will be received.

: Not required under the provisions of FHPM 7-7-5

uirements: Nonmajor action project concurred in by
, 1975.

gn: Not a factor in the development of this project.

Note: (1) On-the-Job Trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

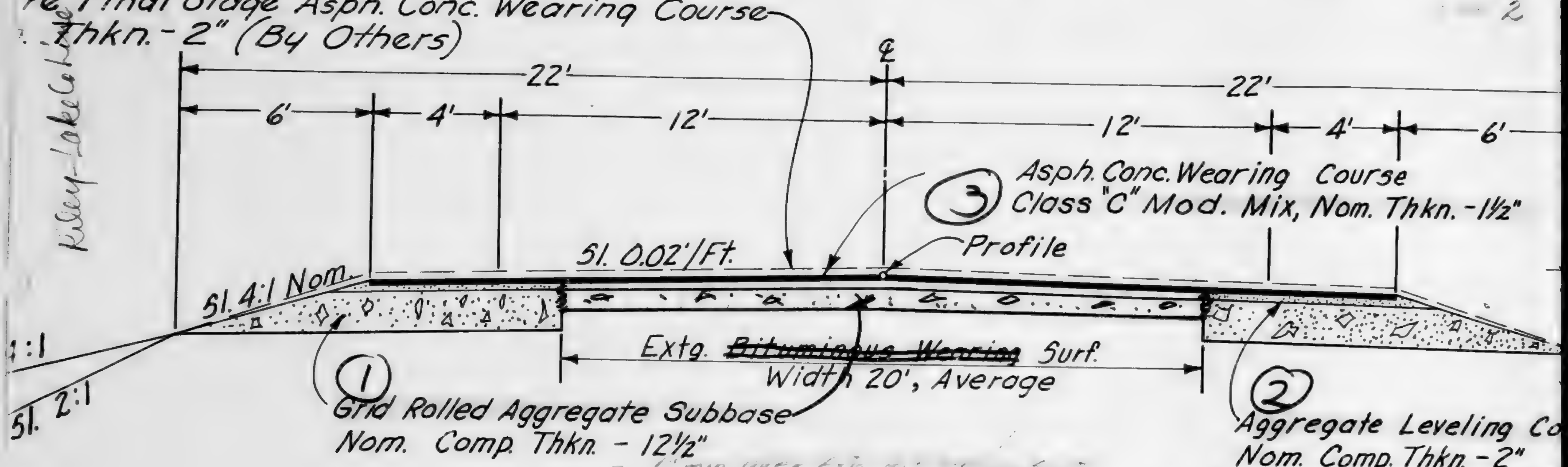
(2) This project is in congressional District No. 2.

49

TYPICAL SECTIONS

Riley-Lake Co Line

2


re Final Stage Asph. Conc. Wearing Course
Thkn. - 2" (By Others)
22'
6'
4'
12'
℄
12'
4'
6'
22'
③ Asph. Conc. Wearing Course
Class "C" Mod. Mix, Nom. Thkn. - 1½"
Profile
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
1:1
Sl. 2:1
Extg. ~~Bituminous Wearing~~ Surf.
Width 20', Average
① Grid Rolled Aggregate Subbase
Nom. Comp. Thkn. - 12½"
② Aggregate Leveling Co
Nom. Comp. Thkn. - 2"

- 6" min over Extg. Bit. [illegible] Surf.

Incl. Emulsified Asph

#130,00

	3015 + 00	To	3062 + 00
	3068 + 00	To	3223 + 00
	3251 + 50	To	3283 + 00
	3297 + 00	To	3318 + 00
	3327 + 50	To	3512 + 00
	3548 + 50	To	3708 + 00
	3721 + 00	To	3860 + 00
3885 + 00	[EQUA. 3930 + 57.0 Bk. = 3929 + 05.5 Ah.]	To	3965 + 00
	3973 + 00	To	4036 + 00
4069 + 00	[EQUA. 4076 + 87.5 Bk. = 4078 + 34.3 Ah.]	To	4106 + 00

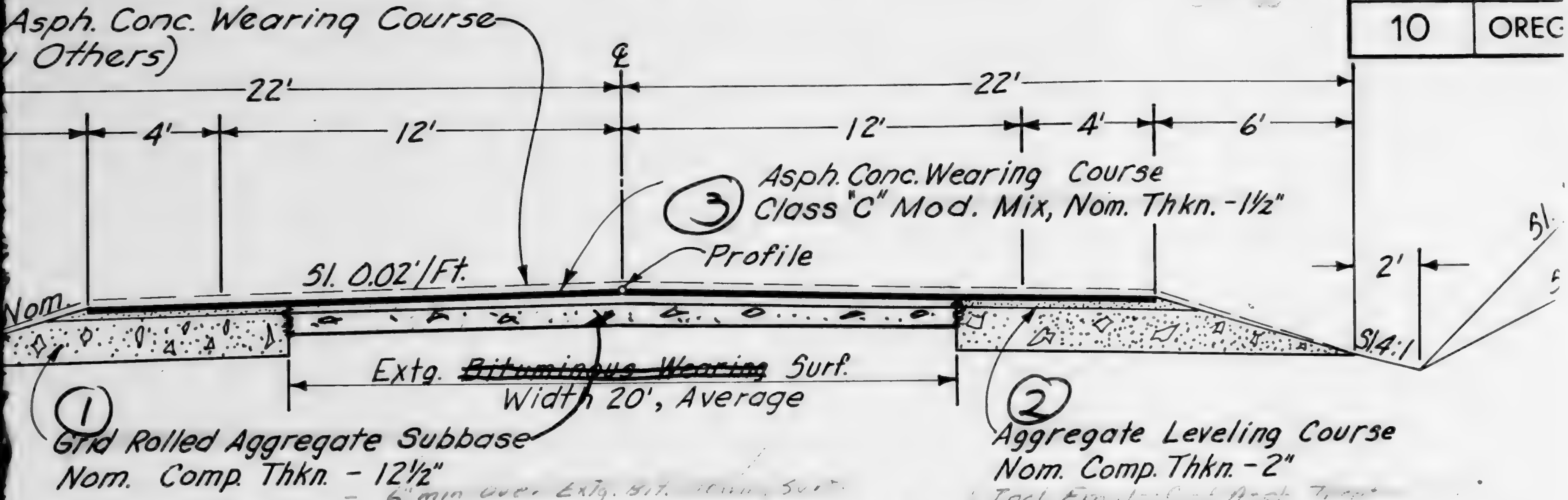
APPROVED
ESH
Date 4-22-75

RECEI
APR 17 19
OFFICE O
ASSISTANT STATE HIGH

TYPICAL SECTIONS

Riley-[illegible]

FED. ROAD Div. No.	STA
10	OREC



Asph. Conc. Wearing Course
Others)
22'
4'
12'
℄
22'
12'
4'
6'
③ Asph. Conc. Wearing Course Class "C" Mod. Mix, Nom. Thkn. -1½"
Profile
Sl. 0.02'/Ft.
Nom.
2'
Sl. 4:1
Sl.
Extg. ~~Bituminous Wearing~~ Surf. Width 20', Average
① Grid Rolled Aggregate Subbase Nom. Comp. Thkn. - 12½"
② Aggregate Leveling Course Nom. Comp. Thkn. -2"

- 6" min over Extg. Bit. [illegible] Surf.

Incl. Em[illegible] Asph. [illegible]

$130,000

	3015+00	To	3062+00
	3068+00	To	3223+00
	3251+50	To	3283+00
	3297+00	To	3318+00
	3327+50	To	3512+00
	3548+50	To	3708+00
	3721+00	To	3860+00
85+00	[EQUA. 3930+57.0 Bk. = 3929+05.5 Ah.]	To	3965+00
	3973+00	To	4036+00
69+00	[EQUA. 4076+87.5 Bk. = 4078+34.3 Ah.]	To	4106+00

ESH
4-22-75

RECEIVED
APR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9230

49

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Riley-Lake County Line
Lakeview-Burns Highway
Harney County

TO: MEMORANDUM TO THE FILES

A quarry at M.P. 16 and a gravel source at M.P. 37 will be shown as prospective sources.

A Free Use Application and Permit is being obtained from the BLM for the gravel pit at M.P. 37 and will be submitted by the end of the week.

A Conditional Use Permit will be required from the Harney County Planning Commission for the quarry at M.P. 16. Verbal approval has been received from the Commission. The next Commission meeting will be held Wednesday, April 16, 1975 and Region will notify on Thursday, April 17, 1975 on disposition of permit.

This project is scheduled for May 8, 1975.

LKW:we
cc: E. S. Hunter
C. M. Williams
C. G. Swenson
R. M. Van Cleave
Wayne Cobine
Donald L. Trout

L Versteeg ✓
A. Olson
Terpin ✓
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 25 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring Up
Other

FORM 81-7-14 3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 10, 1975

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Asphalt Concrete Aggregate Source @ MP 37.2 on Lakeview-Burns Hwy.; Riley-Lake County Line Section

TO: C. M. Williams
Regional Engineer

Tests are complete on the sample of 3"-0 gravel material from the pit at MP 37.2 on the Lakeview-Burns Highway. Test results indicate that suitable asphalt concrete aggregate can be produced from the material for use in paving on the Riley-Lake County Line project. Enclosed is a copy of test Reports #75-513 and 75-2696, 97 and 98.

All source qualification test results for abrasion, degradation and soundness indicate that the material is of satisfactory durability. The gradation analysis, liquid limit, plasticity index, S.E. and percentage P-200 sieve show that the aggregates do not contain an excess amount of detrimental fine material. Sufficient fracture of the material to satisfy standard specification requirements would be difficult to obtain because of the small amount, 24 percent, material retained on the ½ inch sieve. However, the total aggregates, both coarse and fine, are of a natural angular shape.

Three trial asphalt concrete mix design gradations were evaluated for the paving mix. Tests were made on typical "C", "E" and modified "E" mixtures with 36.1, 16.0 and 4.0 percentage passing the #10 sieve. The percentage fracture used in testing was 27% for the ½"-3/8" fraction and 15.5% for the 3/8-¼" material. The total oversize aggregate retained on the ½ inch sieved was crushed to provide the fractured material. The design test results indicate that the "E" mix provides the best mix qualities for paving on the project. Asphalt film thickness, Index of Retained Strength and mix void content are at a satisfactory level for the design asphalt content.

It is our recommendation that the ½"-0 "E" mix or now called "modified E" mix be used rather than the standard 3/8"-0 "E" mix. The specification changes listed in the attached memo dated November 7, 1974 will be required. Also recommended for use of the aggregates and mix evaluated is a change in the percentage fracture required to 25% for the material retained on the ¼ inch sieve and #10 sieve.

✓
T

REFERRED TO
____Board____ ____[illegible]____
____Cole____ ____[illegible]____
____Eriksen____ ____[✓ Watson] JW
____Hager____ ____Wolf____
[✓ Return] Discuss Do File Copy [illegible]
BY FINAL DESIGN ENGINEER

With use of the proposed paving mix in the design of the pavement structural section by the conventional method for stiffness, the pavement is of a 1.9 crushed base equivalent quality. However, when designing for flexibility or tolerable deflection capability, the pavement is of a higher level quality.

JEW:gs

cc: C. T. Keasey
J. H. Versteeg
C. G. Swenson
R. J. Van Cleave
C. J. Gregg

FORM 81-734

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 7, 1974

FROM: John C. Jenkins, Materials Engineer
By
James E. Wilson, Assistant Materials Engineer

TO:
C. T. Keasey
Construction Engineer

SUBJECT: Change Aggregate Maximum Size for Class "E" Asphalt Concrete from 3/8-inch to 1/2-inch

Some time ago, the maximum size aggregate used in our Class "E" asphalt concrete wearing surface was changed from 1/2-inch to 3/8-inch. This change was necessary to provide a suitable aggregate size for the 3/4-inch nominal pavement thickness then used. With our recent change to a 1-inch thickness for our Class "E" friction course surfacing, we now feel that the use of a 1/2-inch maximum size aggregate will provide better pavement skid resistance, and water runoff without mix laydown problems from paving machine screed drag.

It has recently been indicated by contractors on two projects, Contract #8049 and #8060, that they would prefer producing larger size aggregate for "E" mix, and that better uniformity of aggregates can be obtained with the 1/2-inch maximum size. We recommend that a change to 1/2-inch maximum size aggregate be allowed for "E" mix on current contracts, and that future "E" mix paving of 1-inch thickness be specified for the use of the larger size aggregate.

Modifications of specifications required for the change are the following:

1. Section 403.11 of standard specifications for Class "E".

Percentage passing 3/4-inch sieve	100
Percentage passing 1/2-inch sieve	95-100
Percentage passing 1/4-inch sieve	51-71
Percentage passing No. 10 sieve	10-20
Percentage passing No. 200 sieve	2-6**
Percentage Asphalt Cement	4-9*

2. Section 703.08 (b-3) of standard specifications.

   a. Class "E" coarse aggregate should require 1/2-inch - 1/4-inch rather than 3/8-inch - 1/4-inch.

   b. Grading requirements for coarse aggregate:

---

* Percentage of total mix (by weight).

**The percentage includes - portland cement additive. Portland cement additive for Class "E" 1/2 to 1-1/2 percent of total mix (by weight).

Eliminate 3/8-inch - 1/4-inch size and change 1/2-inch - 1/4-inch from 85-100 percent passing the 1/2-inch to 90-100 percent.

3. Section 403.11 of special provisions for Class "E".

Percentage passing 3/4-inch sieve	100
Percentage passing 1/2-inch sieve	95-100
Percentage passing 1/4-inch sieve	54-70
Percentage passing No. 10 sieve	10-20
Percentage passing No. 200 sieve	2-6**
Percentage Asphalt Cement	4-9*

Arrangements have been made with Gordon Beecroft to make skid resistance measurements on projects paved this year with 3/8-inch - 0 aggregate "E" mix, and on projects paved earlier with the 1/2-inch - 0 aggregate "E" mix.

JEW:lj
cc: G. Beecroft
J. H. Versteeg
R. N. Bothman
E. Hardt
C. O. Fredrickson
Al Shirley
C. Williams
W. E. Schwartz
J. R. Hagedorn
W. Tison

Oregon State
HIGHWAY DIVISION
laterials and Research Section
orm E-880 (4-72)

SAMPLE DATA
and
# LABORATORY TEST REPORT
for
AGGREGATE ~~XXXXXXXXXXXXXXXXXXXX~~

Data Sheet No.: 10408
LABORATORY REPORT NUMBER
513

SAMPLE DATA

NDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back
roject: Riley-Lake Co. Line
ighway: Lakeview-Burns
ontractor:
Contract No.:
Res. Engr.:
ubmitted by: R. J. VanCleave
Sampled by: VanCleave & Olson
Prefix No.: 13-1478-910
F.A. Proj. No.:
County: Harney-Lake
Date Sampled: 1-7-75

Sample No.
Quantity Represented
Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐

GGREGATE MIX—SIZE, TYPE:
Pit Run Gravel
NTENDED USE:
Class "C" A/C & Base
UARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Source #19-8-4
AMPLED AT:
Source
EMARKS:

FIELD CONTROL TEST NUMBER:
L.L. ______%
P.I. ______%
(¼-10) P¼ ______%
Fracture ______%
S.E. ______
F.F. ______
Asphalt ______%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3	0	[illegible]	[illegible]
2	2	[illegible]	[illegible]
1½	1	[illegible]	[illegible]
1	2	[illegible]	[illegible]
3/4	5	11	[illegible]
1/2	13	[illegible]	[illegible]
3/8	10	[illegible]	[illegible]
1/4	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]
10	21	[illegible]	[illegible]
40	[illegible]	[illegible]	[illegible]
200	1.1	[illegible]	[illegible]
P.200	[illegible]	[illegible]	

☐ OSHD Asphalt ______%
☑ T-27 (¼-10) P¼ ______%
☑ T-11 P200 [illegible] %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE [illegible] COMPACT [illegible]
COMB: ______% THIS SAMPLE ______% LAB. No. ______ = ______
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. [illegible] Bulk [illegible] Absorp. 5.27
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Avl PCC
1½-¾ 2.27 ¾-⅜ 2.22 ⅜-4 1.93 C.A. 2.14
4-8 [illegible] 8-16 2.60 16-30 2.80
30-50 3.10 50-100 ______ Ledge Rock ______ F.A. 2.66
☑ OSHD DEGRAD Ht. 0.6 in. P20 14.5% Referee Ht. ______ in. P20 ______
~~RETAINED 1"~~ [illegible] Ht. ______ in. P20 ______% Referee Ht. 0.5 in. P20 5.0
☑ T-96 ABRASION GRADING A Percent Wear 23.38
☑ T-89 LIQUID LIMIT [illegible] Field Prepared ______
☑ T-90 PLASTICITY INDEX [illegible] Field Prepared ______
☑ OSHD SAND EQUIVALENT [illegible]/4.1 = 78 Field Prepared ______
☐ T-182 ASPH. STRIP BRAND ______ Grade ______ Coated ______
ADDITIONAL TESTS:

☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
☐ Resident Engineer
☐ District Engineer
X☐ Geology and Soils
X☐ Files
X R. J. VanCleave

Material represented by this sample comply with specifications. Does ☒ Does not ☐

Date Received
1-10-75
Date Reported
3-10-75
Lab. Charges
$ 160.00

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 75-2696
Data Sheet No. [illegible]
Prefix 15 1479-[illegible]
Amount Charge 160 –
Date Received 1-[illegible]-75
Date Reported March 10, 1975
Mix Type-Class "C" A/C

Project Riley-Lake County Line
Contractor: Prime – Contract No. – Fed. Aid No. –
Paving
Engineer: Region C. W[illegible] [illegible]
Aggregate: Source [illegible] Type Gravel
Asphalt: Brand Union Grade AR 2000

MIX DESIGN PROPORTIONS: [illegible]

Agg. 3"-0 Size	Pit-run Gravel	Scalped		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
3"	100.0								
2"	99.0								
1½	97.0								
1	[illegible]			–	–				
3/4	92.0			–	–				
1/2	76.0	100.0		100.0	100.0		100.0		
3/8	66.0	35.0		31.2	31.2		89.2		
1/4	[illegible]	[illegible]		[illegible]	[illegible]		74.4		
4	[illegible]	[illegible]		[illegible]	[illegible]		62.1		
10	7.0	[illegible]		[illegible]	[illegible]		36.1		
40	2.0	[illegible]		[illegible]	[illegible]		13.9		
200	[illegible]	1.2		[illegible]	[illegible]		5.1		
			[illegible]	[illegible]	[illegible]				
No. Ave.									
Asphalt Content Including	0.7			% Retention			[illegible]		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction		2.13		
Mix Design % Voids @ 100% Compaction		1.8		

MIX DESIGN TEST DATA: Temperature of Mixture [illegible] °F

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) (Union) AR 2000	[illegible]	[illegible]	[illegible]	7.5	8.0
Asphalt Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	thick
Stability Value @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	71
Cohesion Value @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity @ 1st Compaction	[illegible]	[illegible]	[illegible]	2.002	2.01
Percent Voids @ 1st Compaction		[illegible]	[illegible]	4.1	3.2
Stability Value @ 2nd Compaction		[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	[illegible]	[illegible]	[illegible]	[illegible]	2.14
Percent Voids @ 2nd Compaction	[illegible]	[illegible]	[illegible]	[illegible]	0.9
Real Gravity @ 0% Voids [illegible]					[illegible]

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) [illegible]	[illegible]		[illegible]
Index of Ret. Str. (%)			[illegible]

---

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

X FWHA
Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist R. J. VanCleave
2X Files

Test results indicate that insufficient asphalt film thickness and void content can be obtained for use of the material represented in a standard "C" mix asphalt concrete. It is recommended that an open graded "E" mix be used to provide satisfactory IRS and pavement flexability. See J.E. Wilson's letter dated 3/10/75.

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 75- 2697
Data Sheet No. 10903
Prefix 13 1975 910
Amount Charge 160 —
Date Received 1-10-75
Date Reported March 10, 1975
Mix Type-Class "E" A/C

Project Riley-Lake County Line
Contractor: Prime — Contract No. — Fed. Aid No. —
Paving —
Engineer: Region C. Williams R. J. VanCleave (Geologist)
Aggregate: Source [illegible] Type Gravel
Asphalt: Brand Union Grade [illegible]

MIX DESIGN PROPORTIONS: [illegible] 1/2-3/4 [illegible] 3/8 [illegible]

Agg. 3"-0 Size	Pit run [illegible]	Scalped [illegible]		Comb. Agg. [illegible] Dry Sieve[1]	Washed by vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
3"	100.0								
2"	93.0								
1½"	97.0								
1	99.0			-	-				
3/4	89.0			-	-				
1/2	76.0	100.0		[illegible]	[illegible]	100.0			
3/8	[illegible]	86.6		75.0	[illegible]	93.0			
1/4	42.0	55.2		62.0	62.4	62.4			
4	[illegible]	[illegible]		[illegible]	[illegible]	45.0			
10	[illegible]	[illegible]		[illegible]	[illegible]	16.0			
40	[illegible]	[illegible]		4.6	5.7	5.9			
200	[illegible]	[illegible]		* [illegible]	* [illegible]	* 2.9			
			+ [illegible]	[illegible]	[illegible]				
No. Ave.									
Asphalt Content Including				% Retention		5.0			

* Includes 1% [illegible]

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.11			
Mix Design % Voids @ 100% Compaction	3.7			

MIX DESIGN TEST DATA: Temperature of Mixture [illegible]

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Asphalt Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stability Value @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cohesion Value @ 1st Compaction	[illegible]	[illegible]		[illegible]	[illegible]
Bulk Sp. Gravity @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Percent Voids @ 1st Compaction	[illegible]		[illegible]	[illegible]	[illegible]
Stability Value @ 2nd Compaction	[illegible]			[illegible]	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	[illegible]		[illegible]	[illegible]	[illegible]
Percent Voids @ 2nd Compaction		[illegible]	[illegible]	[illegible]	[illegible]
Real Gravity @ 0% Voids [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) [illegible]	[illegible]	[illegible]	[illegible]
Index of Ret. Str. (%)			[illegible]

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

Test results indicate that a satisfactory class "E" asphalt concrete paving mix can be obtained from the material as represented. See J.E. Wilson's letter dated 3/10/75.

FWHA
X Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist R. J. VanCleave
2X Files

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 75- 2698
Data Sheet No. 10[illegible]
Prefix 13-1[illegible]-910
Amount Charge 160 —
Date Received 1-1[illegible]-75
Date Reported March 10, 1975
Mix Type-Class ([illegible])

Project Riley-Lake County Line
Contractor: Prime — Contract No. — Fed. Aid No. —
Paving —
Engineer: Region C. Williams [illegible] (Geologist)
Aggregate: Source #[illegible]
Asphalt: Brand Union Type [illegible]
Grade [illegible]

MIX DESIGN PROPORTIONS: [illegible] ½-⅜" [illegible] ⅜-⅛" - 100%

Agg. Size	[illegible]	[illegible]		Comb. Agg. [illegible] Dry Sieve[1]	Washed by VACUUM [redacted][1]	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
3"-0 / 3/2"	[illegible]								
1½	[illegible]								
1	95.0			—	—				
3/4	91			—	—				
1/2	[illegible]	10.[illegible]		100.0	100.0				
3/8	66.0	4.2		74.0	74.0				
1/4	4[illegible]	55.2		3[illegible]	3[illegible]				
4	[illegible]	36.0		27.1	[illegible]				
10	7.0	9.2		[illegible]	[illegible]				
40	[illegible]	2.6		[illegible]	[illegible]				
200	0.9	1.2		1.1	[illegible]				
		+-3[illegible]			1.5				
No. Ave.									
Asphalt Content Including [illegible]				% Retention					

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture [illegible] 220°F

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) [illegible]	5.[illegible]	[illegible]	6.0	6.5	7.0
Asphalt Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] k
Stability Value @ 1st Compaction	21	[illegible]	22	15	15
Cohesion Value @ 1st Compaction	[illegible]	[illegible]	117	[illegible]	136
Bulk Sp. Gravity @ 1st Compaction	[illegible]	11	[illegible]	1.[illegible]	1.73
Percent Voids @ 1st Compaction	[illegible]	[illegible]	[illegible]	12.7	11.[illegible]
Stability Value @ 2nd Compaction	23	[illegible]	[illegible]	21	19
Bulk Sp. Gravity @ 2nd Compaction	[illegible]	[illegible]	[illegible]	1.19	2.05
Percent Voids @ 2nd Compaction	[illegible]	[illegible]	1[illegible]	9.5	8.7
Real Gravity @ 0% Voids [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2.19

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) [illegible]	[illegible]	[illegible]	[illegible]
Index of Ret. Str. (%)			

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

X FWHA
Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
X Regional Geologist R. J. VanCleave
2X Files

Test results indicate that an open graded asphalt concrete mix with 4.0% passing #10 sieve provides insufficient cohesion when using the aggregates from the source represented. The use of a class "E" mix is recommended. See J.E. Wilson's letter dated 3/10/75.

* Samples slumped in water bath.

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. 75-2698
Data Sheet No. 10[illegible]9
Prefix 13-1[illegible] 910
Amount Charge 160 —
Date Received 1-1[illegible]
Date Reported March 10, 1975
Mix Type-Class ([illegible])
Fed. Aid No. —

Project Riley-Lake County Line
Contractor: Prime — Contract No. —
Paving —
Engineer: Region C. Williams [illegible] (Geologist)
Aggregate: Source [illegible]
Asphalt: Brand Union Type [illegible]
Grade AR 2000

MIX DESIGN PROPORTIONS: [illegible] ½-[illegible] ½"-100%

Agg. Size				Comb. Agg. Dry Sieve[1]	Washed by VACUUM [redacted][1]	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
3"-0 3/2"	Pit [illegible] 100.0 [illegible]	Sand [illegible] [illegible]							
1½	97.0								
1	95.0			—	—				
3/4	[illegible]			—	—				
1/2	76.0	10.0		100.0	[illegible]				
3/8	66.0	4.2		74.0	74.0				
1/4	42.[illegible]	55.2		[illegible]	[illegible]				
4	[illegible]	36.0		27.1	[illegible]				
10	7.0	9.2		[illegible]					
40	2.0	2.6		[illegible]	[illegible]				
200	0.9	1.2		1.1	[illegible]				
		+-30[illegible]			1.5				
No. Ave.									
Asphalt Content Including [illegible] % Retention									

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture [illegible] 220°F

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) [illegible]					
Asphalt Film Thickness	5.[illegible]	[illegible]	6.0	6.5	7.0
Stability Value @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cohesion Value @ 1st Compaction	[illegible]	[illegible]	22	15	15
Bulk Sp. Gravity @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	136
Percent Voids @ 1st Compaction	[illegible]	[illegible]	[illegible]	[illegible]	173
Stability Value @ 2nd Compaction	[illegible]	[illegible]	[illegible]	12.7	11[illegible]
Bulk Sp. Gravity @ 2nd Compaction	[illegible]	[illegible]	[illegible]	21	19
Percent Voids @ 2nd Compaction	[illegible]	[illegible]	[illegible]	1.99	2.0[illegible]
Real Gravity @ 0% Voids [illegible]	[illegible]	[illegible]	[illegible]	9.5	9.7
		[illegible]	[illegible]	[illegible]	2.19

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) [illegible]	[illegible]	[illegible]	[illegible]
Index of Ret. Str. (%)			[illegible]

---

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA
X Construction
Maintenance
X Regional Engineer — Williams
Regional Maint. Eng.
X Resident Engineer
Soils & Geology
X Regional Geologist — R. J. VanCleave
2X Files

Test results indicate that an open graded asphalt concrete mix with 4.0% passing #10 sieve provides insufficient cohesion when using the aggregates from the source represented. The use of a class "E" mix is recommended. See J.E. Wilson's letter dated 3/10/75.

* Samples slumped in water bath.

Engineer of Materials and Research

R

2 11 75

-320

TRANSACTION NUMBER 2-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-11-75

BY (Signature): L.W.RULIEN'S FEBRUARY 5, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 30 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
30	RS-600(1)	29.8	62,500	48,800	RILEY-LAKE COUNTY LINE HARNEY & LAKE COUNTIES STATE OF OREGON	PRELIMINARY ENGINEERING

RECEIVED
STATE HWY ENGR.
FEB 13 '75
REFER TO
[illegible]
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

Rulien - 4AA
2-14-75

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		2-11-75	G. L. [illegible]

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

- 3990

R

PRO 6-2

Robert W. Straub
XXXXXXXXXX

February 5, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-600(1)

We are submitting program data for one preliminary engineering project, Item No. 30, Project No. RS-600(1), which we desire to have included in the Federal-Aid Rural Secondary Highway program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of preliminary engineering.

Enclosed is a copy of State Clearinghouse approval dated December 31, 1974.

CL wm

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

2-5-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) St. Rd. 49, 5.3 mi. S.W. Riley, S.W. 29.8 mi. 21 65	**ADT**	PRESENT 270	FUTURE 440 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23 NUMBER 600 7
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary NAME OF URBAN AREA - - 17-31							COUNTY NAME Harney and Lake 025 ROUTE NO. S FEDERAL-AID 405 (82) STATE 49 (36) (37)	COD 03 (14) U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		St. Rd. 49, 5.3 mi., S.W. Riley, S.W. 29.8 mi.	29.8	62,500	48,800	13,700	
5					**ROW**							
5					**CONST** (CODE)		"Riley-Lake Co. Line Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	29.8	62,500	48,800	13,700
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

N NO.

.O.

2-5-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rd. 49, 5.3 mi. S.W. Riley, S.W. 29.8 mi.		270	440	95	10	Oregon	41	075	30

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ary Engineering								RS-	600	(1)		

ERAL FUNDS: Rural Secondary

N AREA: – –

COUNTY NAME: Harney and Lake 025 CODE 037

ROUTE NO. S — FEDERAL-AID 405 — STATE 49 — U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		St. Rd. 49, 5.3 mi., S.W. Riley, S.W. 29.8 mi.	29.8	62,500	48,800	13,700		P.E. all phases including PS & E preparation. (Future reconstruction to provide 2-12' lanes HT pave, 4' shldrs.)
	ROW								
	CONST (CODE)		"Riley-Lake Co. Line Section"						ROW-100' normal, Access control-partial Parking Restrictions-None.
			PROJECT TOTALS	29.8	62,500	48,800	13,700		

PREPARED BY

REMARKS

PROGRAM APPROVAL DATES

-over-

USCOMM DUSCOMM-DC 48908-P61

RILEY-LAKE CO. LINE SECTION
PROJECT NO. RS-600(1)

Existing Facility: Variable 18-20 foot oiled surface with 2-foot shoulders.

Adjacent Facilities:

N.E. End: 22-foot oiled surface with 4' shoulders
S.W. End: 24-foot AC pavement with 4' shoulders

Project Data: The work under this project consists of preliminary engineering all phases including PS & E preparation as required for the future reconstruction necessary to widen and overlay the existing facility to provide for 2-12 foot lanes high type pavement with 4-foot shoulders, and revisions of slopes and roadway features to improve safety for the traveling public.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Opportunity for a hearing will be offered and held if requested.

A-95 Review: State Clearinghouse letter of approval dated December 31, 1974. Notice of Intent was submitted to District 14 Clearinghouse on November 29, 1974 and as the notice of intent has lain before the District Clearinghouse more than the required 30 days without action it is assumed that no adverse review or comments will be received.

Location/Design: Not a factor in the development of this project.

PPM 90-1 Requirements: Non-major action project not requiring an environmental statement concurred in by FHWA January 6, 1975.

Unusual Circumstances: There are two small areas on this project which pass through portions of Lake County, one of .95 mile or 3% and the other of 1.76 mile or 6%. This highway in Lake County has been setup as Federal-Aid Secondary Route 19-001, however, to eliminate the complications of a separate project for the small areas within Lake County along with the extra accounting proce
required, we are including said work as an incidental part of
project as required for the completion of the overall safety
provements and operation of Project RS-600(1).

NOTE: This project is in Congressional District No. 2.

RILEY-LAKE CO. LINE SECTION
PROJECT NO. RS-600(1)

ity: Variable 18-20 foot oiled surface with 2-foot

ities:

End: 22-foot oiled surface with 4' shoulders
End: 24-foot AC pavement with 4' shoulders

The work under this project consists of preliminary
l phases including PS & E preparation as required for
onstruction necessary to widen and overlay the
ity to provide for 2-12 foot lanes high type pave-
ot shoulders, and revisions of slopes and roadway
nprove safety for the traveling public.

Airports, Railroads, Water Developments, Historical
nal Areas: None involved.

gs: Opportunity for a hearing will be offered and held

State Clearinghouse letter of approval dated December 31,
of Intent was submitted to District 14 Clearinghouse on
1974 and as the notice of intent has lain before the
ringhouse more than the required 30 days without action
that no adverse review or comments will be received.

gn: Not a factor in the development of this project.

irements: Non-major action project not requiring an
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mstances: There are two small areas on this project
rough portions of Lake County, one of .95 mile or 3%
of 1.76 mile or 6%. This highway in Lake County
p as Federal-Aid Secondary Route 19-001, however,
the complications of a separate project for the small areas within Lake County along with the extra accounting procedures required, we are including said work as an incidental part of this project as required for the completion of the overall safety improvements and operation of Project RS-600(1).

NOTE: This project is in Congressional District No. 2.

8391

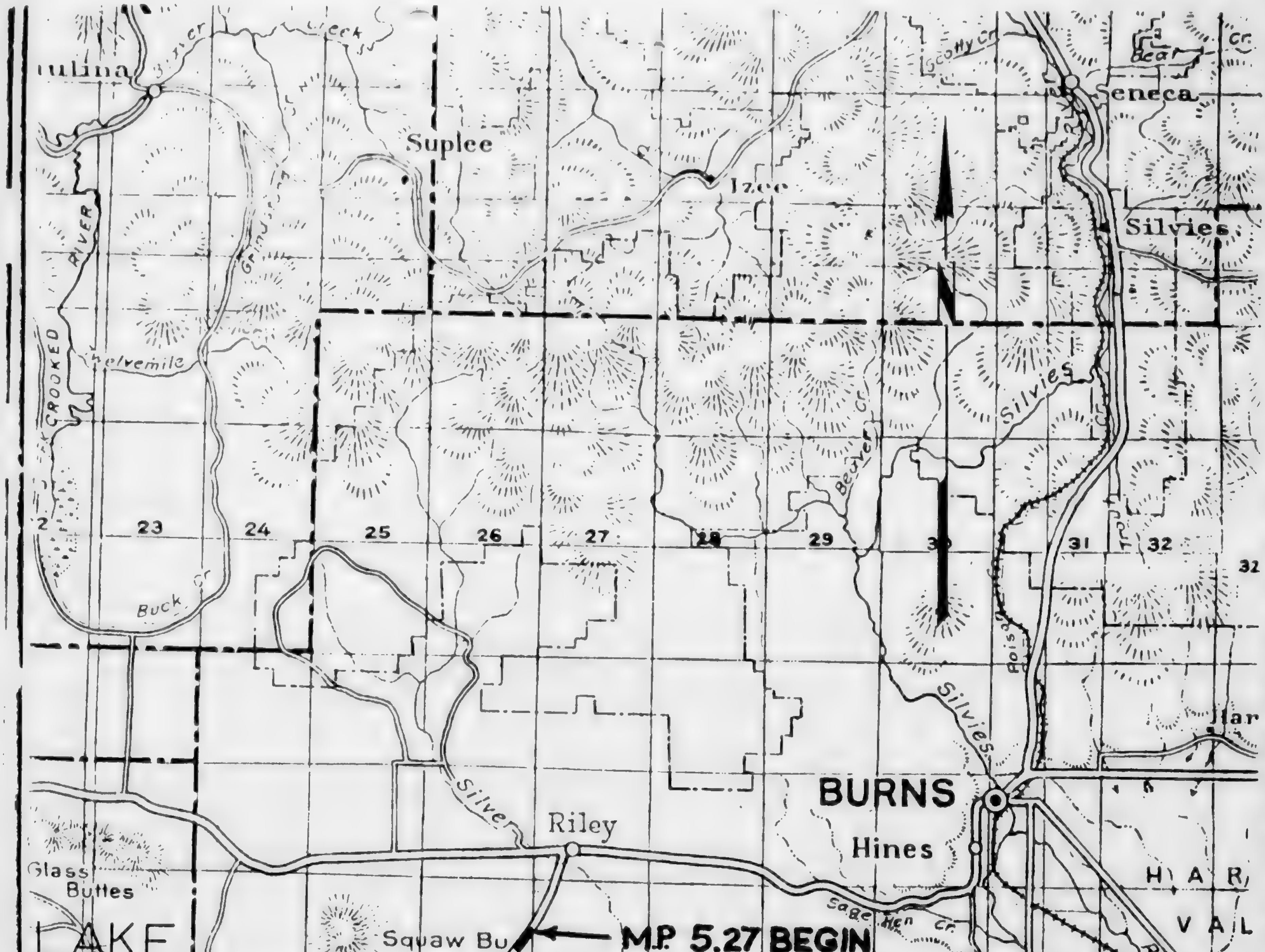
R

PREFIX: 13-1478

LOCATION PROSPECTUS
RILEY-LAKE COUNTY LINE SECTION
LAKEVIEW-BURNS HIGHWAY
HARNEY AND LAKE COUNTIES

HIGHWAY:	Lakeview-Burns. State Primary No. 49; Federal-aid Secondary No. 405.
TERMINI:	The northerly terminus is at MP 5.27, which point is 5.27 miles southerly of Riley. The southerly terminus is MP 35.03, which point is 6.08 miles southerly of Wagontire.
LENGTH:	29.76 miles.
PROGRAM:	Preliminary 6-year implementation program.
CITIZEN INVOLVEMENT:	Local governments and interested organizations will be advised on proposed plans.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for a safety improvement project. The route will generally follow the existing route except on the southerly end where some line change is considered. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT is 280; projected ADT is 610.
STANDARDS:	Class "D". Deviations from State and AASHTO standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes with 3-foot paved and 1-foot graveled shoulders.
STRUCTURES:	None.
ACCESS:	No Change.
BASE DESIGN:	To be determined during survey.
MATERIAL:	Suitable material sources will be located during the survey and referenced to the project.
ADD'L FACILITES:	None.
AGREEMENTS:	County agreements are anticipated. An opportunity for a public hearing will be offered.
PARKS:	None

Attach
December 5, 1974



Prospectus Map
Riley South-Lake Co. Line Section
Lakeview-Burns Hwy.
Harney & Lake Counties

R

5 220

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 29, 1974

TO

Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
Dan Weeks, Interim Coordinator
Vale City Hall
Vale, OR 97918

FROM

George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for F.A. Secondary Funds
State Administrative Dist. No. 14
Riley-Lake County Line Section
Lakeview-Burns Highway
Harney County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 2, 1975.

[illegible]
[illegible] 2 '74
REFER TO
FOR

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe ✓
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division

Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
J. L. Gunter
Carl M. Williams

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only 1-8] PNRS # 9] CARD TYPE: Page One [79

02 12] APPLICANT: State Highway Division [45 46] DIVISION: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 46] CITY: Salem [60 76] ZIP: 97310 [80

04 12] CONTACT PERSON: L. W. Rulien [45 46] AREA CODE: 503 [48 49] PHONE: 378 [55 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Riley-Lake County Line Dist. 14 [71

11 12] PROJECT LOCATION CITY: Lakeview-Burns Highway [45 46] PROJECT LOCATION COUNTY: Harney [79

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] This project will start approximately 5.3 miles south of Riley and traverse [71

06 12] the existing highway approx. 29.8 miles. Safety improvements include [71

07 12] improving the vertical and horizontal alignment, widening the top surface, [71

08 12] paving, incorporating sight posts and flattening slopes. The travel [71

09 12] lanes will be 12-foot wide with 3-foot paved and 1-foot gravel shoulders. [71

10 12]

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	20] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
12	1,014,000	- -	286,000	- -	- -	1,300,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?
STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☐ 31 No ☐ 32 LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: JANUARY [42 43] DAY: 2 [44 45] YEAR: 1975 [46

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 29, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 29, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Rural Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 60

(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $______ OTHER FUND CASH $______ IN KIND $______

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

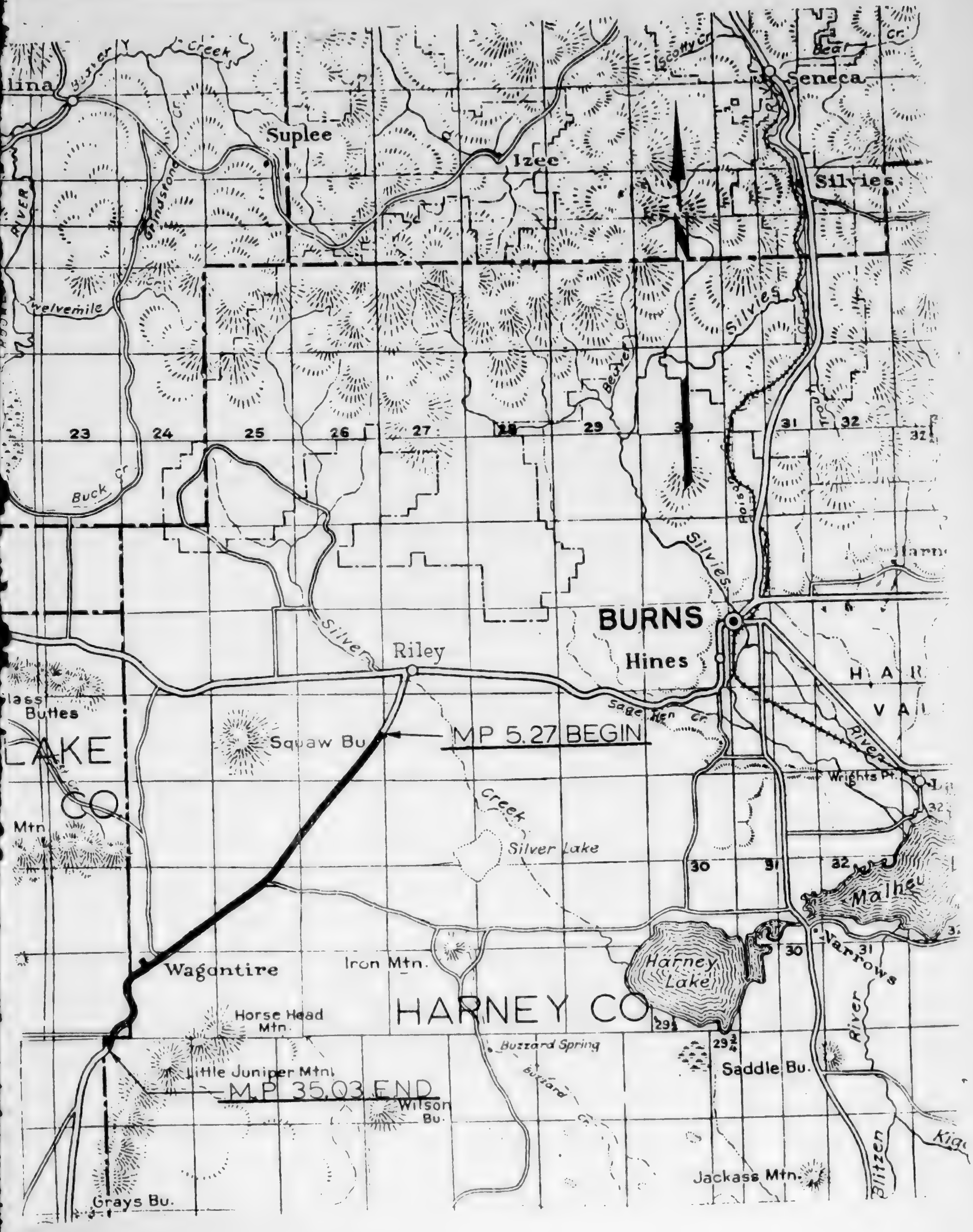
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) The project is classified as a Category 3 project and a negative declaration will be written.

This project is proposed by the Oregon State Highway Division. Rights-of-way may be required at the southern terminus, however, this need is minor and will not change traffic patterns, land use or have adverse effects on environmental concerns. A public hearing is not required.



lina
Beaver Y Creek
Suplee
Izee
Seneca
Scotty Cr
Bear Cr
Silvies
RIVER
Grindstone Cr
Twelvemile
Silvies
Bear Cr
Poison Cr
23
24
25
26
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31
32
Buck Cr
Silver
Riley
BURNS
Hines
Silvies
Sage Hen Cr
HAR
VA
River
Wrights Pt.
Glass Buttes
LAKE CO
Mtn
Squaw Bu.
MP 5.27 BEGIN
Creek
Silver Lake
30
31
32
Malheur
Narrows
30
31
Harney Lake
Wagontire
Iron Mtn.
HARNEY CO
Horse Head Mtn.
29½
29¾
Buzzard Spring
Buzzard Cr
Saddle Bu.
Little Juniper Mtn.
MP 35.03 END
Wilson Bu.
River
Blitzen
Kiger
Jackass Mtn.
Grays Bu.

8220

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FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE November 25, 1974

TO ✓E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien L. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Riley-Lake County Line Section
Lakeview-Burns Hwy., FAS 405
Harney-Lake Counties

Attached for your information is an assessment on subject section, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

BLG:ljt

Att.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
C. M. Williams, Region 4
J. L. Gunter, District 11

RECEIVED
NOV 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APPROVED
Ed Hunter
E. S. Hunter
Date 11-29-74

Original w/attach. returned To Rulien 11-29-74.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: FAS 405
Riley-Lake County Line
Lakeview-Burns Highway
Project Assessment

DATE: November 12, 1974

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

Category 3 Fisher

RECEIVED
NOV 19 1974
PROJECT MANAGEMENT SECTION

RECEIVED
NOV 1[illegible] 1974
Office of
Assistant State Highway Engineer

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 25, 1974

A. PROJECT IDENTIFICATION

Name of Project Riley-Lake County Line (Section) FAS - 405

Location of Project Lakeview-Burns Highway (Highway Name) ORE 49 US 395 (Highway No., US - ORE)

Riley-Wagontire (City) Harney-Lake (County) IV (Region)

Program Federal Aid (Funding) $1,300,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to improve the safety of the highway. Safety improvements include improving the vertical alignment, widening the top surface, incorporating sight posts, and flattening slopes.

Origin and History: Improvements were requested by Mr. Klaboe on July 23, 1974.

C. DESCRIPTION OF PROJECT

Length 29.76 miles

Termini M.P. 5.27 - 35.03 5.27 south of Riley

Alignment ☐ New ☐ Existing ☒ Combined The existing alignment will be improved and at the southern terminus the existing slope will be flattened and one switch back curve straightened in order to improve the vertical and horizontal alignment.

CATEGORY 3 PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 100 feet of right-of-way on either side of the existing road centerline would be required to improve horizontal and vertical alignment a distance of 1320 feet north from the southern terminus.

Typical Section Two twelve foot travel lanes with three foot paved and one foot gravel shoulders.

Structures None are required.

Characteristics (ADT) M.P. 30.95 = 270 ADT's

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

An oil mat could be used rather than the conventional asphaltice surface. Such action would require a new base to be laid on the existing alignment.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

AL

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area is typical high desert plateau with sagebrush and rabbit brush being the predominant vegetation. There are no drainage problems in the project area. At the southern terminus there is an hilly area. Flattening of this slope and realignment of curves will require some materials. Quarry sites or gravel pits are available within the limits of the project. Recommendations for borrow and waste sites will be made on a later date. State quarry sites are available. The cut and fills will be balanced.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land is used extensively for range cattle. The cities of Riley and Wagontire are located along the project but will not be affected by the overlay.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

No right-of-way will be required along major portion of the route. However approximately 200 feet may be needed at the southern terminus if inclination and curves are straigtened.

Consequences:

2. Estimated Changes in Traffic Patterns:

None can be expected.

Consequences:

3. Estimated Changes in Land Use:

None can be expected.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None can be expected.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None can be expected.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas are identifiable.

7. Potential for Controversial Issues:

No potential for controversial issues.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	XXXXX		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☒ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other ______________________

8220 MP 5.3-MP 15.5 Unit Riley- 1975
Lake Co Line Sec. Lakeview-Burns Hwy.
(Grading & paving)

CONFIDENTIAL

Smead
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, UT
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

9220

Road Design ret. / Region

49

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF THE PETERSON RANCH-LAKE COUNTY LINE SECTION OF THE LAKEVIEW-BURNS HIGHWAY, HARNEY COUNTY, OREGON

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Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

by

Richard M. Pettigrew

and

David L. Cole

MNH Survey Report 77-4

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF THE PETERSON RANCH-LAKE COUNTY LINE SECTION OF THE LAKEVIEW-BURNS HIGHWAY, HARNEY COUNTY, OREGON

Contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

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Highway Division Personnel Only
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by

Richard M. Pettigrew

and

David L. Cole

Museum of Natural History

Eugene, Oregon

February 16, 1977

MNH Survey Report 77-4

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF THE PETERSON RANCH-LAKE COUNTY LINE SECTION OF THE LAKEVIEW-BURNS HIGHWAY, HARNEY COUNTY, OREGON

INTRODUCTION

An archaeological survey of the proposed Peterson Ranch-Lake County Line section of the Lakeview-Burns Highway (U.S. 395) was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if there were archaeological resources that would be impacted by the proposed construction.

Richard M. Pettigrew, Survey Archaeologist for Highways, MNH, conducted the research and field work, and drafted this report. David L. Cole, Curator of Anthropology, MNH, and Principal Investigator for the Highway Division contract, edited this report and concurs with the recommendations.

Pettigrew surveyed the project on October 9-12, 1976, and located eight sites. The areas surveyed were those specified by Mr. Wayne F. Cobine, Resident Engineer for the Lakeview Office of the Highway Division. The route was followed with the aid of construction drawings Nos. 4B-17-2 and 4B-17-3, scale 1"=400', and aerial photographs of the southern portion of the section, supplied by the Highway Division. Maps 1 through 6 of this report are taken from the construction drawings.

We thank Mr. Cobine for the assistance he gave us in the field investigation.

To determine what archaeological resources might be expected in the project area, the Oregon Archaeological Survey files of MNH were searched for information of site locations and previous surveys. Library references were examined for historic and ethnographic accounts of aboriginal use. In addition, the paleontological locality files, MNH, were examined to see if fossil localities have been recorded in the project area.

THE SETTING

The proposed highway project will improve a 19.5 mile section of U.S. 395, between Riley, Oregon and Alkali Lake. The project includes realignment in two small areas near the southern end of the project, and widening of the entire section (Oregon Department of Transportation (ODT) 1974).

The project area lies within the geomorphic zone that Baldwin (1964:117) calls the High Lava Plains: "... a relatively undeformed expanse of young lava flows dotted in places by cinder cones and lava buttes covered by sagebrush and in places by juniper." Throughout the region, there are scattered undrained basins containing lake beds that are dry during most of the year, and all streams are intermittent with poorly defined channels. Most of the exposed rock in the area in basalt, derived from the lava flows which dominated the geomorphology of the area, but there are extensive areas within the project limits, especially in the northern half, where the ground is littered with nodules of obsidian. These nodules apparently have washed down from the slopes of Wagontire Mountain and other mountains west of the highway, where obsidian flows were another result of volcanic activity.

The natural vegetation of the project area, which lies in the Shrub-Steppe Region as defined by Franklin and Dyrness (1973), is dominated by sagebrush (Artemisia sp.) and rabbitbrush (Chrysothamnus nauseosus). Short grasses are common, providing forage for the cattle that range freely.

The only fauna observed in the project area were jackrabbit (Lepus townsendi), rabbit (Sylvilagus sp.), several varieties of lizards, magpies (Pica pica), and many small unidentified birds that sought cover in the shrubs.

Specific information on the aboriginal people who claimed the project area as tribal territory is almost entirely lacking, but Berreman has indicated that, at least at the time of contact, the inhabitants were a group of Northern Paiutes known as the Wadatikadu, or Seed Eaters, whose territory centered on the Malheur Basin (Berreman 1937). Presumably these people had a culture similar to other Northern Paiute peoples, with a dispersed settlement pattern, moving about throughout their territory gathering foods that became available in different places at different times of the year. This pattern required frequent moves, sometimes over rather long distances, and meant that the people lived in small bands of perhaps several families, with a very simple social organization held together primarily by kinship bonds. Further ethnographic information can be found in Kelley (1932), Ray and others (1938), Stewart (1939), and Wheeler-Voegelin (1954, 1955-56).

PREVIOUS ARCHAEOLOGICAL WORK

One archaeological site has been recorded along Highway 395 in the vicinity of the project area, located about four miles south of Riley and 16 miles north of the project area (Atherton 1966). This site is described as an obsidian quarry site, a place where natural obsidian nodules, such as were observed within the project area, were available and used to make blanks or preforms that apparently were taken elsewhere for final manufacture into finished artifacts.

More recently, Joanne Mack of the Department of Anthropology of the University of Oregon conducted a systematic survey program in the Glass Buttes area, finding 131 sites in an area of 19 square miles in Lake, Harney and Deschutes counties (Mack 1975). The Glass Buttes survey included areas about 12 miles northwest of the present project area. Mack concludes that the Glass Buttes area was used by human groups for the past 13,000 years (ibid.:46), and it would not be unreasonable to assume that the present project area was used by the same peoples during the same period of time.

No other archaeological work has been recorded near the project area, but other archaeological research so far in Harney County includes a reconnaissance and excavation of three cave sites in Catlow Valley by the University of Oregon (Cressman 1936, 1942; Cressman, Williams and Krieger 1940); a study of petroglyphs, including many in Harney County (Cressman 1937); excavations of several spring sites (Fagan 1974); a survey of the proposed route of a high voltage power line (Cole, Henn, Mack, Peterson, and Pettigrew 1975); a survey of the highway improvement through Stinkingwater Pass (Cole, Mack and Henn 1975); an extensive survey of the Alvord Basin (Pettigrew 1975); archaeological survey and excavations in the Malheur Basin area during the past several years directed by Dr. Thomas M. Newman as part of the Malheur Field Station summer program (Newman, Bogue, Carley, McGilvra, and Moretty 1974). Other work in Harney County with completed field work, but for which no reports are yet available, includes excavations and surface collections along the highway through Stinkingwater Pass in 1976, an MNH project directed by R. M. Pettigrew; and a survey of an HUD project on the Burns Indian Reservation in April, 1976, by Dr. C. Melvin Aikens, Department of Anthropology, University of Oregon.

Previous archaeological work in Lake County is summarized by Cole and Pettigrew (1976).

SURVEY PROCEDURE

The project area was examined by walking the edges of the present right-of-way in those areas where the centerline will not be changed, and by walking through the new right-of-way in those places where straightening the road requires relocation of the centerline. The undisturbed portions of the right-of-way were covered quite intensively in this way, and all observed aboriginal cultural debris was recorded. Nowhere was the vegetation dense enough to prevent inspection of the soils and the terrain was accessible in all parts of the project area. No specimens were collected and no test holes were dug, since antiquities permits are required for such activities on state and federally owned lands.

RESULTS

Examination of the project area revealed the presence of eight archaeological sites, designated Sites 35 HA 328 through 335, after the Smithsonian Institution system (35 = Oregon, HA = Harney County, 328 = the 328th site for this county). The descriptions of the sites follow and include estimates of the degree of potential impact caused by the planned highway construction.

1. Site 35 HA 328. NE-1/4 SW-1/4 sec. 19, T. 27 S., R. 24 E., Will. Mer. [between highway stations 3088 and 3091]. (Map 1)

This site consists of a surface scatter of obsidian flakes in a flat, open area. The site is on both sides of Highway 395, but greater numbers of flakes occur on the west side of the road, where three projectile point fragments, two of obsidian and one of cryptocrystalline silicate, were noted. The area of occupation is 100 meters long, parallel to the road (roughly north-south), and at least 50 meters wide. The site area appears to extend beyond the right-of-way to the west, but a substantial portion of the site is within the present right-of-way, so it likely will be disturbed by the proposed construction.

2. Site 35 HA 329. NE-1/4 SW-1/4 sec. 34, T. 26 S., R. 24 E., Will. Mer. [between highway stations 3409 and 3410]. (Map 2)

Characterized by a surface scatter of obsidian flakes in an open, flat area, this site lies on the southeast side of Highway 395. A large part of the site area, which is only about 30 meters in diameter, lies within the right-of-way, where it probably will be disturbed by highway construction.

3. Site 35 HA 330. NE-1/4 SE-1/4 sec. 26, T. 26 S., R. 24 E., Will. Mer. [between highway stations 3503 and 3504]. (Map 3)

At this site there is a scatter of obsidian flakes in an open, flat area about 20 meters long, parallel to the road, and 10 meters wide, located on the northwest side of Highway 395. Most or all of the site is within the highway right-of-way so it will be disturbed by construction.

4. Site 35 HA 331. SW-1/4 NW-1/4 SE-1/4 sec. 19, T. 26 S., R. 25 E., Will. Mer. [between highway stations 3603 and 3607]. (Map 4)

This site appears to be a quarry, consisting of a surface scatter of obsidian flakes, quite dense in places, and a natural deposit of obsidian nodules located in an open flat area. The site is located along both sides of Highway 395, for about 100 meters along the right-of-way (northeast-southwest), and extends at least 200 meters perpendicular to the road. Many of the flakes seen on the surface were quite large. The site appears to be similar to the Riley Site described by Atherton (1966). A portion of the site is situated within the right-of-way and likely will be damaged by the proposed construction.

5. Site 35 HA 332. NE-1/4 NW-1/4 SE-1/4 sec. 19, T. 26 S., R. 25 E., Will. Mer. [between highway stations 3511 and 3512]. (Map 4)

This site was identified from a surface scatter of obsidian flakes on the south facing slope of a low ridge, adjacent to the northeast bank of Tank Creek. The site

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lies on the northwest side of Highway 395, in an area 80 meters long (northwest-southeast) and 40 meters wide parallel to the highway. The southeastern edge of the site is within the right-of-way and will likely be affected by construction.

6. Site 35 HA 333. SW-1/4 SW-1/4 SW-1/4 sec. 2, T. 26 S., R. 25 E., Will. Mer. [between highway stations 3844 and 3849]. (Map 5)

Perhaps most significant of all the sites located during the survey, this site appears to be a quarry workshop area that was identified from a dense scatter of obsidian flakes associated with a natural deposit of obsidian nodules, many of which had been split and used as cores. The site lies along the top of a low, broad ridge, in an area 180 meters long, parallel to the highway, and extends at least 100 meters, perhaps much further, from the northwest side of Highway 395. This site appears to be similar to the Riley Site (Atherton 1966). The southeastern edge of the site lies within the highway right-of-way and will be disturbed by the proposed construction.

7. Site 35 HA 334. NW-1/4 NE-1/4 sec. 2, T. 26 S., R. 25 E., Will. Mer. [at highway station 3899]. (Map 6)

The smallest and perhaps one of the most significant sites found during the survey, this site is only about 5 meters in diameter and is located in an open flat area entirely within the highway right-of-way, on the northwest side of Highway 395. It consists of a very dense cluster of obsidian flakes, many quite large, associated with two large, fragmentary obsidian bifaces. A natural deposit of obsidian nodules is in the vicinity. The site appears to represent the flintknapping workshop activity of one person at one time, and may provide a unique opportunity to analyze in detail the technological methodology used in turning obsidian nodules into artifacts. The site would be completely eliminated by the proposed construction.

8. Site 35 HA 335. SE-1/4 SE-1/4 NW-1/4 sec. 2, T. 26 S., R. 25 E., Will. Mer. [between highway stations 3879 and 3880]. (Map 6)

This site consists of a surface scatter of obsidian flakes in an open flat area on the southeastern side of Highway 395. Flakes are scattered in an area that is about 60 meters long, perpendicular to the road, and 30 meters wide. The northwestern area of the site is within the highway right-of-way and likely will be disturbed by the proposed highway construction.

DISCUSSION

The sites recorded during the survey all seem to be related in some way to tool manufacture. Sites 35 HA 331 and 333 are places where the primary obsidian nodules were reduced to the large flakes from which tools were made. Site 35 HA 334 is a place where large flakes were turned into large bifaces, apparently blanks or preforms. Site 35 HA 329, 330, 332, and 335 are flaking stations where preforms possibly were reduced to finished artifacts, though no artifacts were observed. Site 35 HA 328 is a flaking station where finished artifacts were produced, and projectile point fragments were observed.

Of over three hundred sites known for Harney County, only a single flint knapping site, the Riley Site (Atherton 1966), has ever been analyzed. This emphasizes the importance of the sites found in the survey that could provide important information about prehistoric methods of exploiting natural deposits of obsidian and of shaping artifacts by stone flaking techniques.

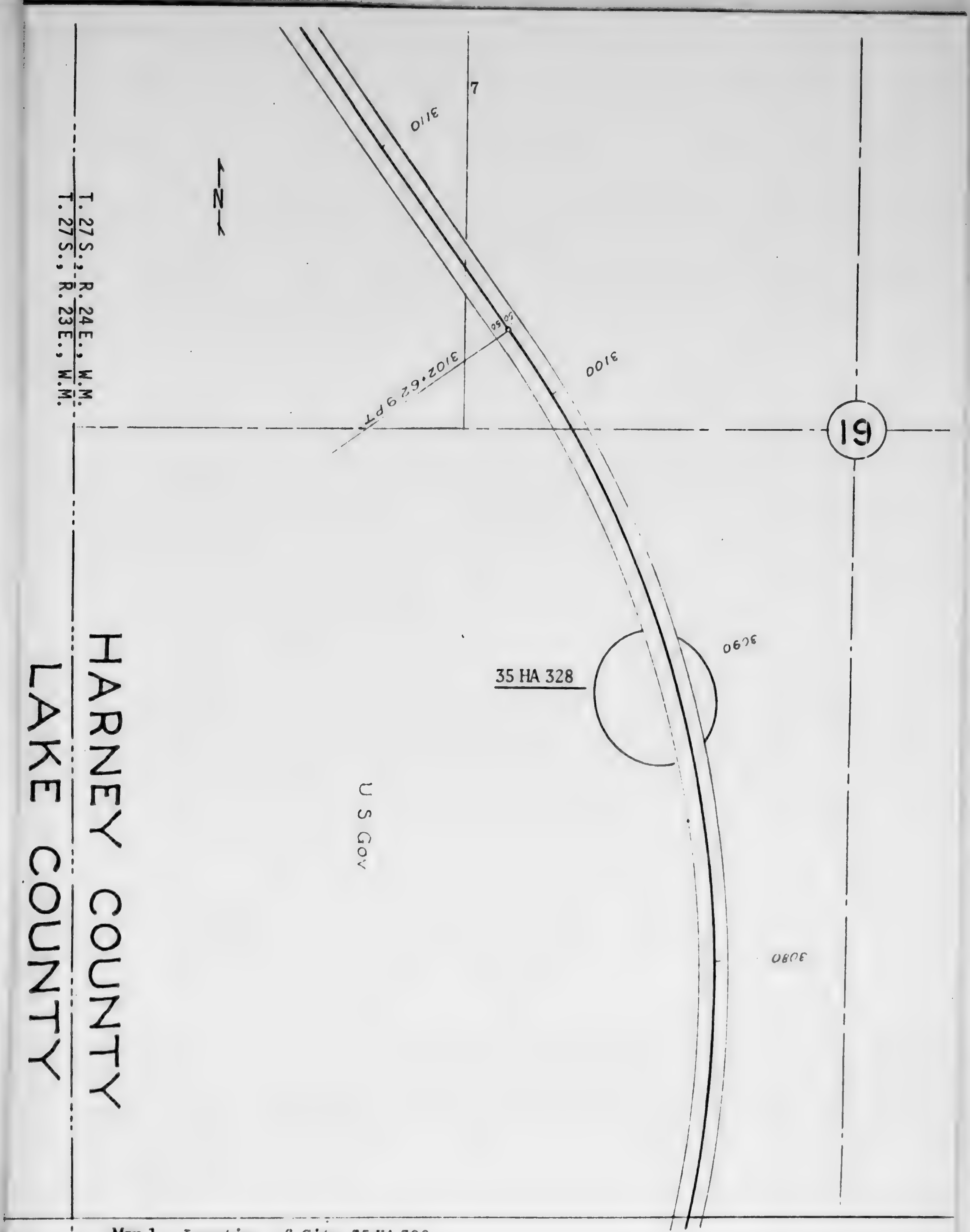
RECOMMENDATIONS

Because the sites in the project area have the potential of providing new knowledge about Great Basin Manufacturing practices, an archaeological salvage program, prior to construction, is recommended to collect data from those sites to be affected by construction. Also, test pits or test probes with an auger should be dug in each site, to assure that subsurface deposits are not overlooked. Excavation is recommended for those areas where testing indicates that activities other than manufacturing has taken place, or where excavation is considered necessary to answer other archaeological problems.

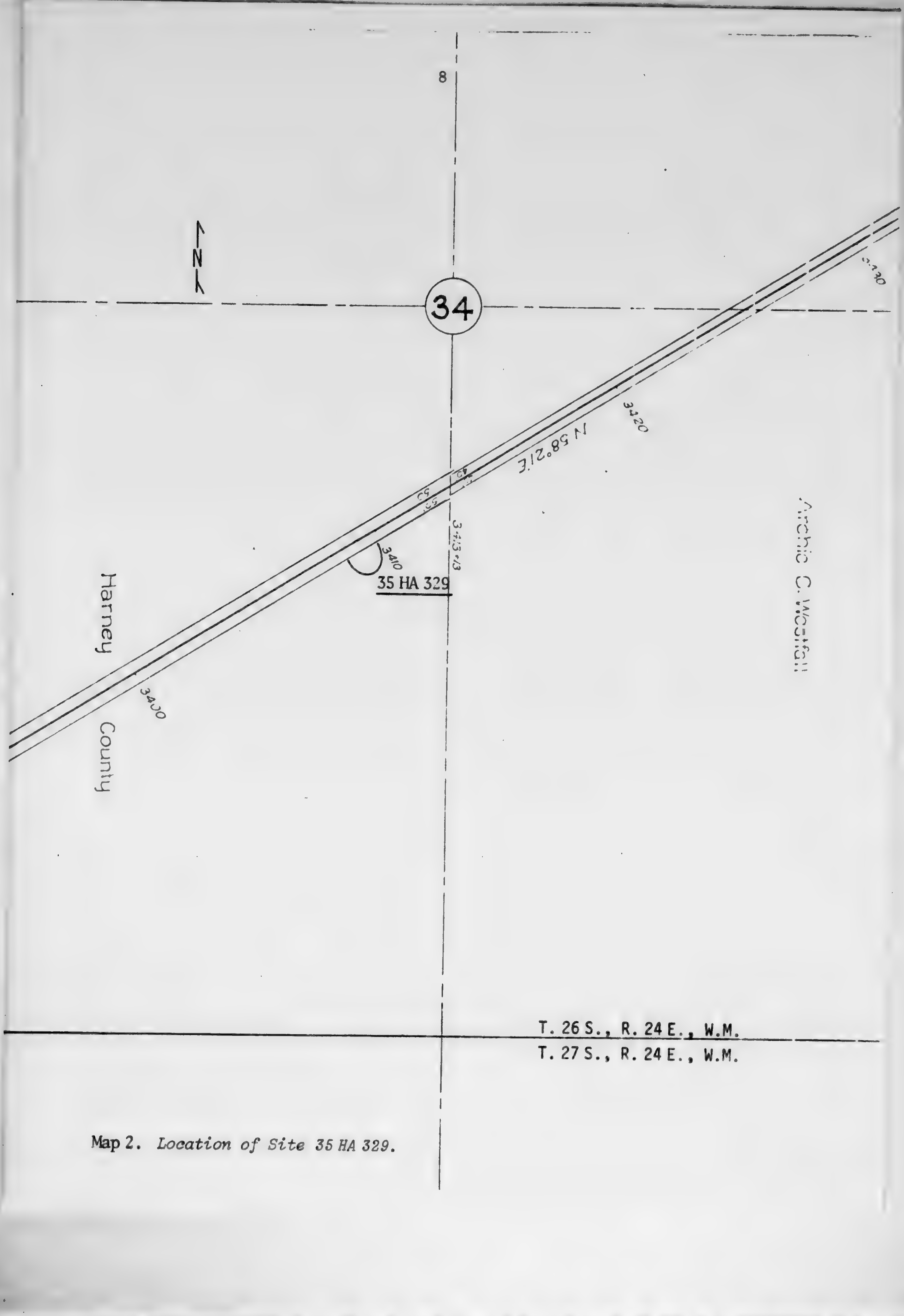
There were a number of places in the project area where only one or a few flakes were noted. Such places were not designated archaeological sites. Otherwise the sites recorded were those that were apparent from the surface. It is possible that buried archaeological sites occur in the project area. Should such sites be discovered during construction, they should be reported as soon as possible to the University of Oregon Museum of Natural History. An archaeologist will be sent to evaluate the find as soon as possible. Reporting such finds will adequately satisfy Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission 1974) that provides that archaeological finds be properly studied and preserved.

PALEONTOLOGICAL SITES

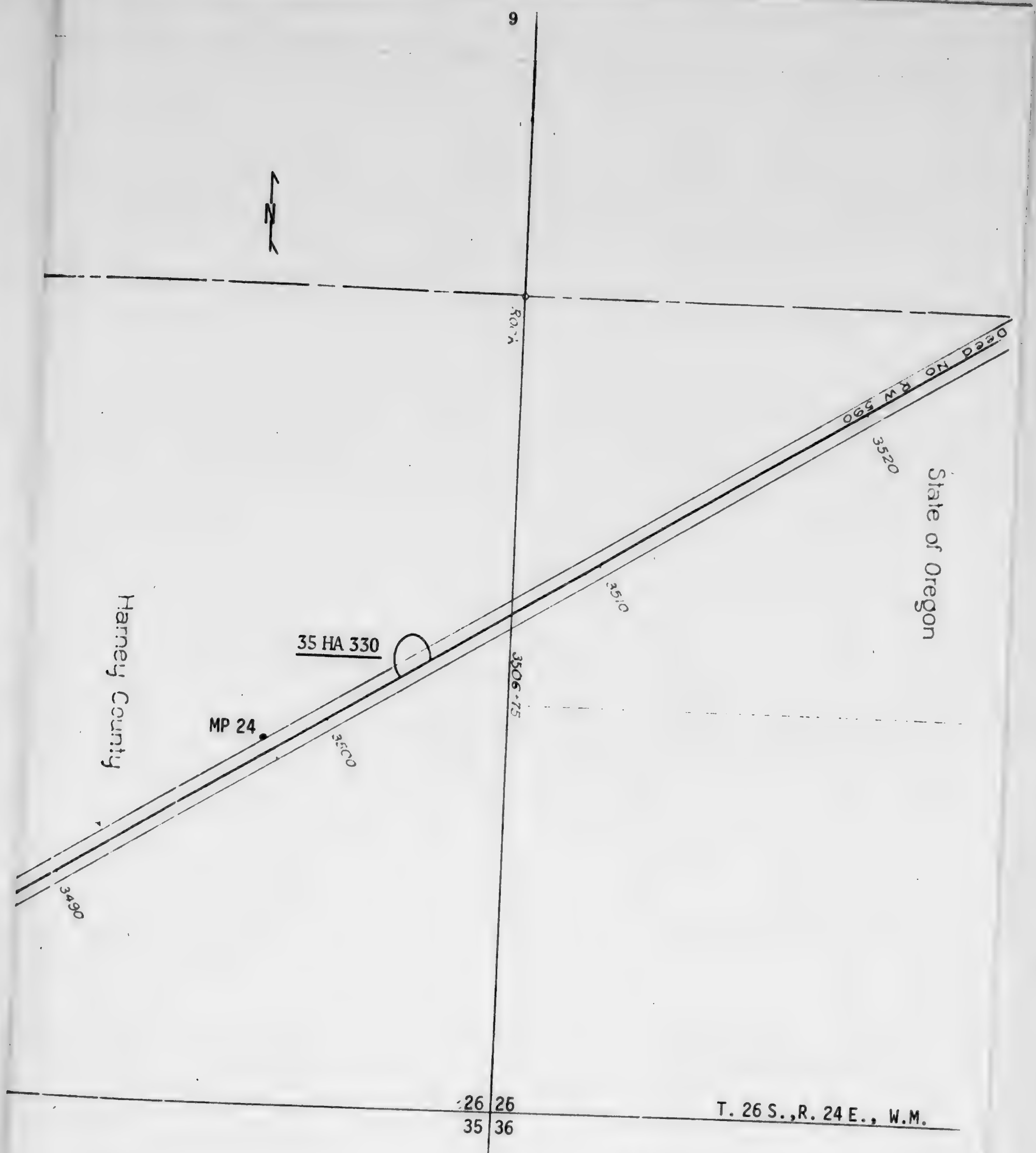
No paleontological localities are on record, in the MNH files, that are within twenty five miles of the project area. If fossil materials — fossilized bones, petrified wood, or leaf imprints in shales or siltstones — are found during construction, they should be sent to the University of Oregon Museum of Natural History along with information about the location and the kind of deposits in which they were found. If concentrations of fossil bones are found (e.g., ten specimens or more per cubic foot, or several large bones) construction should be halted at the site of the discovery and a paleontologist should be contacted.



Map 1. *Location of Site 35 HA 328.*



Map 2. *Location of Site 35 HA 329.*



Map 3. *Location of Site 35 HA 330.*

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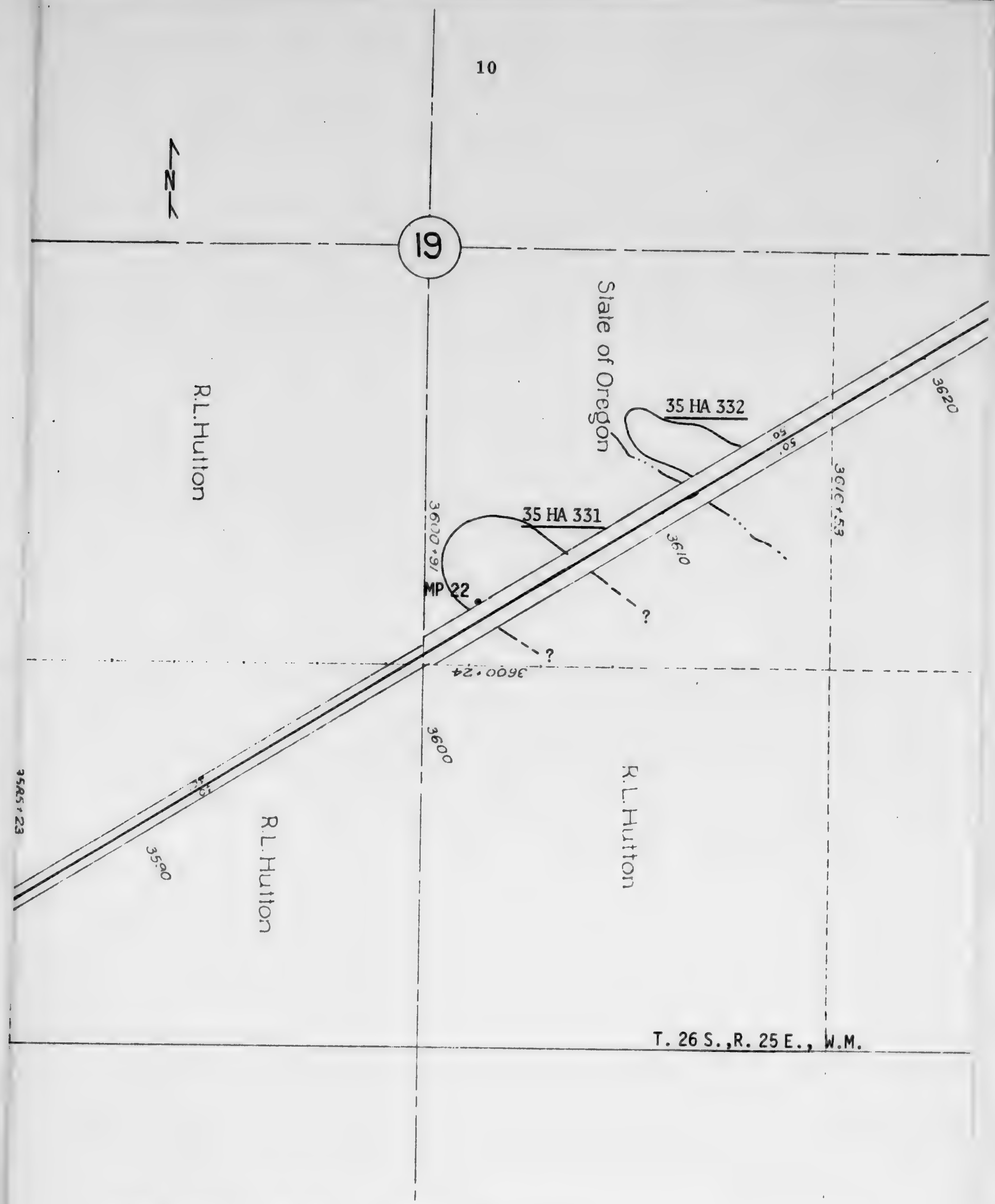
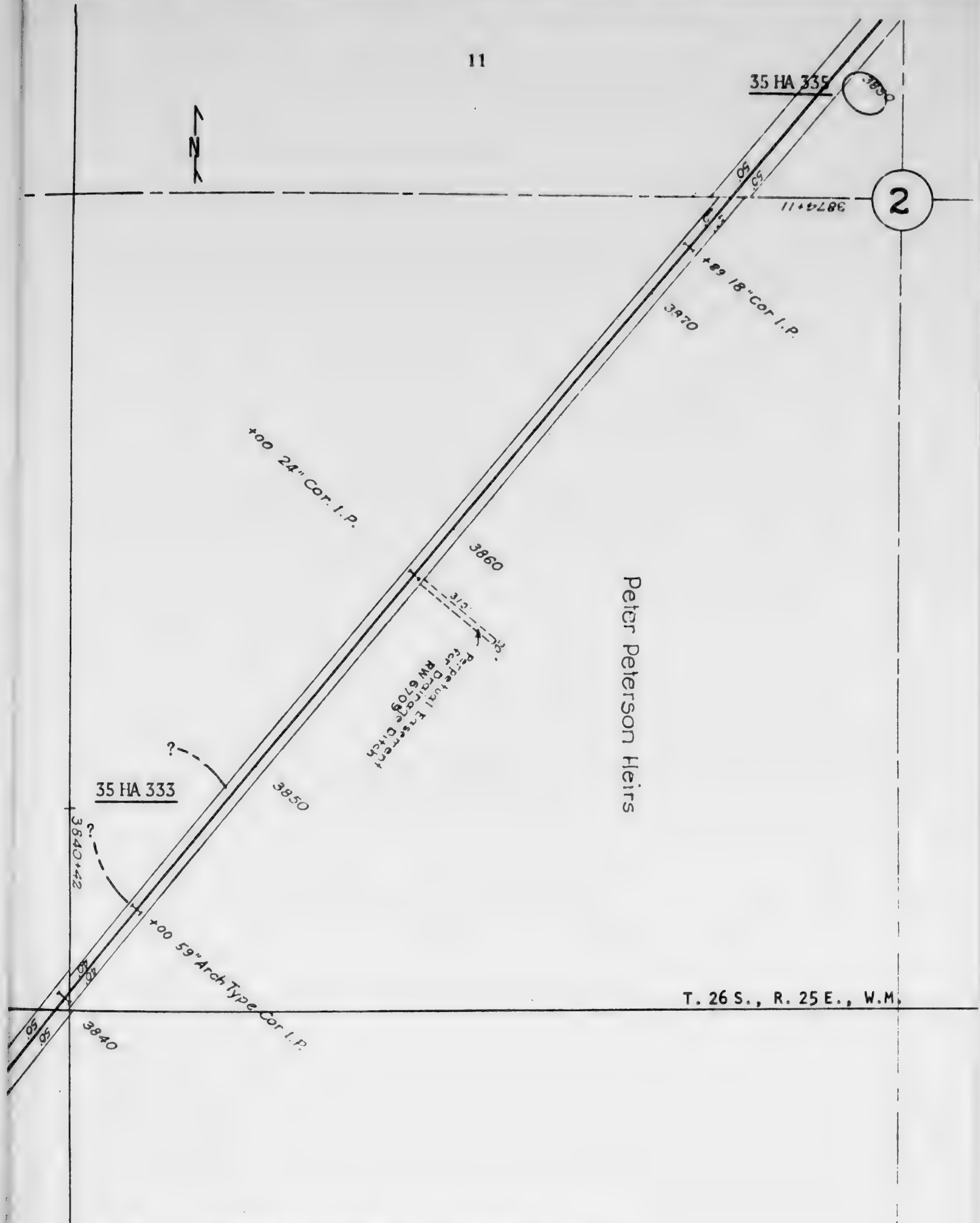
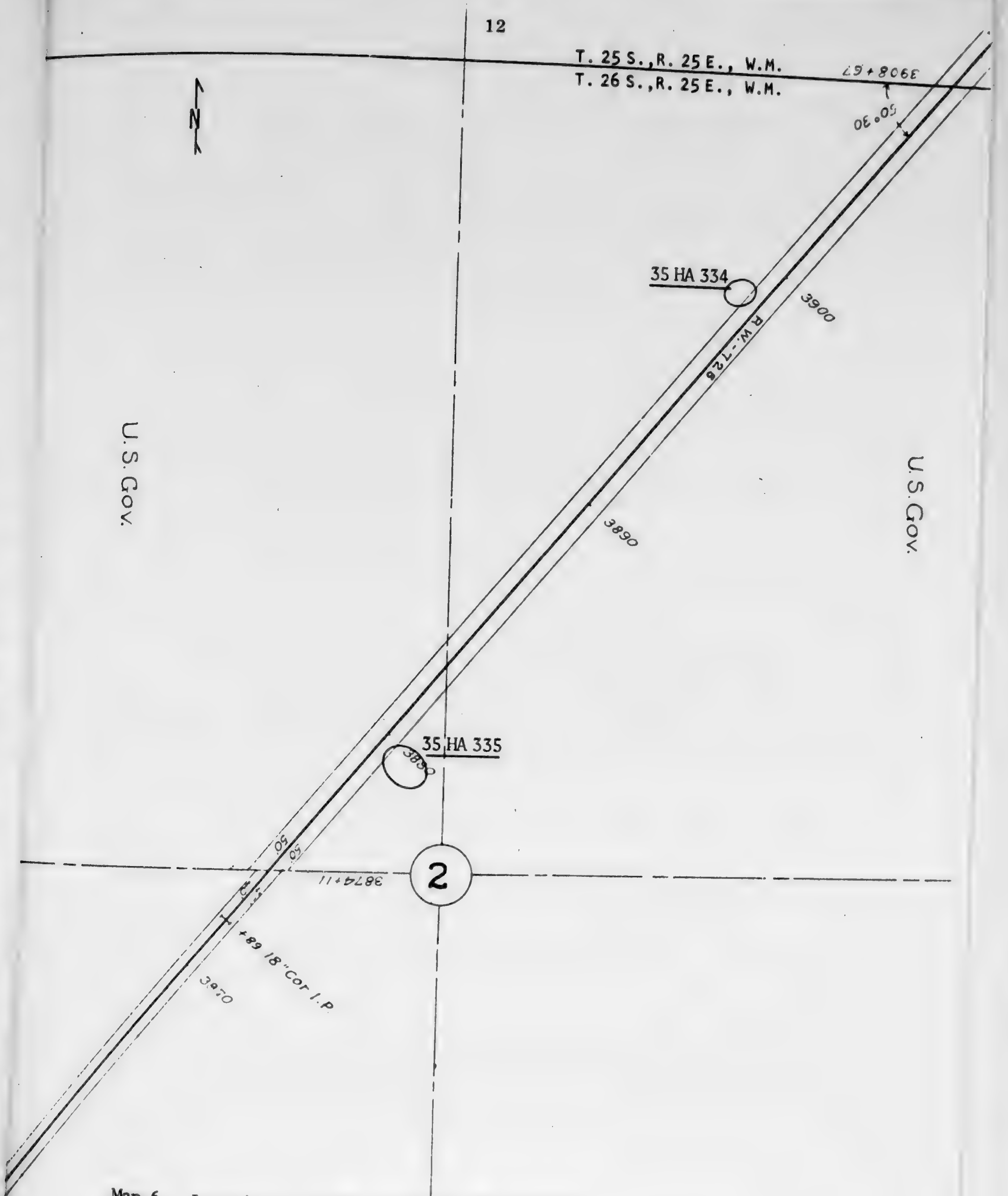


Map 4. *Location of Sites 35 HA 331 and 35 HA 332*



Map 5. *Location of Sites 35 HA 333 and 35 HA 335.*



Map 6. *Location of Sites 35 HA 334 and 35 HA 335*

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8221 Ruch Sec of Jacksonville Hwy 1975
approx. 13 mi SW of Medford
(Grading and paving)

A&R 550 ~ 5/5/75

[illegible]

STATE CO

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-14-[illegible]
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Jackson
Project Number: RS-15-053(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 224,870	$ 224,870
Federal funds	$ 175,800	$ 192,938
Other revisions		

This modification is made for the following reasons:

To increase Federal-aid Pro Rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $31,932.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, October 13, 1976

Federal-Aid Project
No. RS-15-053(2)

Rush Section
Jacksonville Highway
Jackson County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta 635+50 to Sta 662+50)

Total same as previous estimate of February 24, 1976 $224,870.00

Length of Project - - - - - - - 0.0511 mile

Cost of Roadway per mile - - - $440,058.71

*Federal Funds - $192,938.00

State Funds - 31,932.00

TOTAL $224,870.00

Group 1-100%

Contract 8221

Prefix 115-1062

*Increase Federal-Aid pro rata to 85.8%

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-114 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** STATE COPY	Form Approved; O M B No. 04-R2089 State Oregon County Jackson Project Number RS-15-053(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 224,870	$ 224,870
Federal funds	$ 175,800	$ 224,870
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 13, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 49,070 ."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

TO BE COMPLETED BY-FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-30		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
MODIFICATION NUMBER 1		Project Number RS-T5-053(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,738	$ 224,870
Federal funds	$ 160,866	$ 175,800
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. RS-15-053(2)

Ruch Section
Jacksonville Highway
Jackson County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 635+50 to Sta. 662+50)

Subtotal on previous estimate of June 6, 1975			$181,267.50
Previous Estimate			
Watering	370 M-gals.	8.00	2,960.00
1"-0 Aggregate Base	12,900 tons	4.00	51,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,300 tons	10.50	34,650.00
			$ 89,210.00
Revised Estimate			
Watering	557 M-gals.	8.00	4,456.00
1"-0 Aggregate Base	14,196 tons	4.00	56,784.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,955 tons	10.50	41,527.50
SFO 4 Pacific Power & Light Co.	All Required		5,567.00
			$108,334.50
	Increase		$ 19,124.50
	Subtotal		$200,392.00
	Engineering		24,478.00
	Total		$224,870.00

Length of Roadway - - - - - - - - - - - 0.511 Mile

Cost of Roadway per mile - - - - - - - $440,058.71

Federal Funds - $175,800.00
State Funds - 49,070.00

Total $224,870.00

Group 1	100%
Contract No.	8221
Prefix	115-1062

R

M B. No. 04-R2089

8221

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-135	U. FED **FEDERAL-AID PR** 3(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comp [illegible] able terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant t [illegible] (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated proj [illegible] and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 238, 6.5 mi. SW of Jacksonville 0.5 mi. W.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-7-75	0.511
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 205,738	$ 160,866

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 6, 1975

Federal Aid Project
No. RS-15-053(2)

RUCH SECTION
Jacksonville Highway
Jackson County

Project agreement estimate.

Type Code
Roadway (Sta. 635+50 to Sta. 662+50)

Mobilization	All Required		$ 8,210.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	330 sq.ft.	3.75	1,237.50
Temporary Barricades	10 only	90.00	900.00
Flagmen	120 hour	14.00	1,680.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Ditch Excavation	1,500 cu.yd.	4.00	6,000.00
General Excavation	14,500 cu.yd.	1.62	23,490.00
Trench Excavation	250 cu.yd.	8.50	2,125.00
Obliteration of Roadway	All Required		1,000.00
Watering	370 M-gal.	8.00	2,960.00
Emulsified Asphalt in Watering	3,300 gal.	0.40	1,320.00
1" - 0 Aggregate Base	12,900 ton	4.00	51,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,300 ton	10.50	34,650.00
Asphalt Cement in Mixture	220 ton	85.00	18,700.00
12-inch Culvert Pipe	430 lin.ft.	7.30	3,139.00
15-inch Culvert Pipe	206 lin.ft.	9.00	1,854.00
18-inch Culvert Pipe	88 lin.ft.	10.00	880.00
24-inch Culvert Pipe	80 lin.ft.	16.00	1,280.00
36-inch Culvert Pipe	102 lin.ft.	26.00	2,652.00
8-inch Drain Pipe	250 lin.ft.	5.00	1,250.00
Special Filter Material in Drains	23 cu.yd.	12.00	276.00
Type 2 Fence	2,840 linft.	1.50	4,260.00
16-ft. Single Gates	4 only	100.00	400.00
Extra for Asphalt Approaches	15 only	45.00	675.00
Paved Culvert End Slopes	254 sq.ft.	3.50	889.00
Loose Riprap, Class 200	3 cu.yd.	30.00	90.00
Guide Posts	70 only	15.00	1,050.00
Roadside Seeding and Mulching	4 acre	450.00	1,800.00
			$178,367.50

Additional Items		
Permanent Signing	All Required	$ 800.00
Permanent Pavement Striping	All Required	300.00
Stage Construction Striping	All Required	300.00
Temporary Erosion Control	All Required	1,500.00
		$ 2,900.00
	Subtotal	$181,267.50
	Engineering	24,470.50
	Total	$205,738.00

Length of Roadway - - - - - - - - - 0.511 miles
Cost of Roadway Per Mile - - - - $402,618.39

Federal Funds	$160,866.00
State Funds	44,872.00
Total	$205,738.00

Group 1 100%

Contract No. 8221

Prefix: 115-1062

RUCH SECTION

Nonparticipating - State Work

Furnish Mail Box Posts	2 only	35.00	$	70.00
Setting Mailbox Posts (Bid Item)	3 only	40.00		120.00
			$	190.00

8221

1

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
JUL 27 1976

4E-1

DATE: July 19, 1976

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ruch Section, Contract No. 8221

This project involved reconstruction of a one-half mile section of the Jacksonville Secondary Highway with new alignment and a revised intersection with a county road. Copeland Paving, Inc., was the contractor. The project is now completed with a 7.97 percent overrun of the authorization.

The project involved three stages of construction under traffic and this contributed to contract item overruns on the flagging, aggregate base and asphalt concrete. One unanticipated order for moving power poles covers 2.7 percent of the overrun. This cost $5,567 (participating) and was not included in the project authorization. This was a secondary federal-aid project.

Your approval is requested for an increase of $16,416.74 to a new total authorization of $222,371.01. This item will be on the agenda for your consideration at the July 27 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Alfred Shirley, Jr.
C. T. Keasey
L. W. Rulien
V. E. Skoog
George Bell

Form 81-734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8221

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 13, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ruch Section
Contract No. 8221
Request for Additional Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing almost an 8 percent overrun on this project which is now completed. The project involved reconstruction of a one-half mile section of the Jacksonville secondary highway with some new alignment and a revised intersection with a county road. Copeland Paving, Inc. was the contractor.

The project involved three stages of construction under traffic and this contributed to contract item overruns on the flagging, aggregate base and A.C. Just one unanticipated order, S.F.O. 4 for moving power poles, covers 2.7 percent of the overrun. This was not included in the project authorization and cost $5,567 (and is participating). This was a secondary federal aid project. The amendment type price agreements were very minor, so we have no involvement with the Public Contract Board.

A rough draft letter to the Transportation Commission requesting an increase of $16,416.74 to a new total authorization of $222,371.01 is attached.

OK

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

8221

Form E-372 (Rev. 12-70)

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Richards
Glenn
Berg

RECEIVED
MAY 21 1976
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Ruch
Date May 12, 1976

Highway Jacksonville
Contract No. 8221

County Jackson
Kind of Work Grading and Paving
Contractor Copeland Paving, Inc.

	Authorized	Estimated
Contract Amount	$178,487.50	$191,426.55
Anticipated Items	[illegible]	914.74
Contingency (4½%)	8,[illegible].50	7,763.44
Engineering	16,331.18	22,801.13
Credits	-	([illegible])
PROJECT COST	[illegible]	[illegible]

NET INCREASE $ [illegible] OR [illegible] %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. 5 Flagging	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	+5,186.06
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	5,567.00	[illegible]
[illegible]	[illegible]	[illegible]

Principal reasons for overruns (Continue on reverse side): [illegible] bid items 5 & 10, the contract authorization did not allow for the heavy [illegible] traffic in the area requiring extra traffic and dust control. [illegible] and other timber-oriented construction. The [illegible]

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by [illegible]
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by J. X. Wilson
Regional Engineer

Noted by
~~Deputy~~ or State Highway Engineer

8221

July 14, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 12[illegible]
Tacoma, Washington 98401

Gentlemen:

On July 12, 1976, we wrote to you concerning release of final payment on Contract No. 8221 awarded to Copeland Paving, Inc., for work on Ruch Section of the Jacksonville Highway in Jackson County.

Final payment on this contract is $1,23[illegible] and the total contract amount is $192,351.41 including $1,643.[illegible] for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fka

cc Copeland Paving, Inc.
695 S.E. "J" Street
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8221

July 14, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 12, 1976, we wrote to you concerning release of final payment on Contract No. 8221 awarded to Copeland Paving, Inc., for work on Ruch Section of the Jacksonville Highway in Jackson County.

Final payment on this contract is $1,281 and the total contract amount is $192,351.41 including $1,643.86 for work performed under force account.

Very truly yours,

J. W. Head
COMMISSION SERVICES

fka

cc
Copeland Paving, Inc.
695 S.E. "J" Street
Grants Pass, OR 97526

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

272

8221

Salem, Oregon
June 23, 1976

Relinquishment
Ruch Section
Jacksonville Highway
Jackson County

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Attached is a description covering right of way that is to be relinquished to Jackson County, as required by A & R No. 550.

BY: Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8201 272

COUNTY-CITY SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

SUBJECT: Tentative Abandonment
Ruch Section
Jacksonville Highway No. 272
Jackson County

To:
___ Region # 3 Engineer
* ___ District Engineer
☑ Design Section Office Unit
___ Parks Section Planning Unit
___ Right-of-way Section, Salem Office Unit
* ___ Right-of-way, Region # #
___ Parks Section Recreational Trails Coordinator

This office proposes to abandon a portion of old alignment of the Ruch Section of the Jacksonville Highway, No. 272 in Jackson County, to the abutting property owners approximately as shown on the attached map, colored in brown.

*Please indicate if such an abandonment (shown in brown) will deny access or landlock any of the abutting property owners. The portion colored in red is to be transferred to the county per agreement dated April 21, 1975.

It is requested that your office indicate below whether or not the subject section is clear for such abandonment.

APPROVED
R/W DESCRIPTION ENGR.

☐ Clear for abandonment

☐ Not clear for abandonment

REMARKS approved with no access to new section of Highway

By J H Winters

Date 1-12-76

NOTE: Please return completed form to County-City Section, Salem.

8221

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ruch
WEEK ENDING: December 20, 1975
SECTION PREFIX: 115-1062-900
HIGHWAY: Jacksonville
COUNTY: Jackson
NAME OF JOB: Ruch Section
KIND OF WORK: Grading and Paving
CONTRACTOR: Copeland Paving
CONTRACT NUMBER: 8221
FEDERAL AID PROJECT NUMBER: 35-15-053(2)
DATE OF CONTRACT: June 3, 1975
DATE WORK STARTED: August 4, 1975
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 1 SUPERVISION 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 125
CALENDAR DAYS USED: 94
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $205,954.27
EXCLUSIVE OF ENGINEERING: $189,623.09
ENGINEERING AUTHORIZATION: $16,331.18
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $203,638.51
ENGINEERING COST TO DATE: $21,453.55
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT OVERRUN UNDERRUN: +7 %
PERCENT OF AUTHORIZATION: 131 %
DATE PROJECT WAS COMPLETED: December 18, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	
100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT	0.51	0.51			
MILES PARTIALLY COMPLETED					0.51
MILES COMPLETED	0.51	0.51			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,500	12,900			0.51
TOTAL QUANTITIES CORRECTED TO DATE	12,710	14,200			3,300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,710	14,200			3,955
AVERAGE DAILY QUANTITIES					3,955
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cloudy	0		
MONDAY 15	Cloudy	0		
TUESDAY 16	Cloudy	0		
WEDNESDAY 17	Cloudy	0		
THURSDAY 18	Cloudy	0		
FRIDAY 19	Cloudy	0		
SATURDAY 20	Cloudy	0		

RECEIVED
DEC 22 1975
CONSTRUCTION SECTION
Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	Contractor cleaned up and raked shoulders and ~~XX~~ side slopes in preparation for final inspection.
FRIDAY	Final inspection made today by J.X.Wilson .
SATURDAY	No Activity

REMARKS

On December 19,1975 final inspection was made by J.X.Wilson. The project is completed and the semi-final is being prepared. No further weekly report will be submitted.

SIGNED Vern [illegible] LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

5221 / 272

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

1 Versteeg ✓
2 A. Olson aol
3 Terpin T
4 Scott
5 Swenson
R. Olson
Trout

RECEIVED
DEC - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

December 1, 1975

Mr. Jim Christopherson
Mr. Lorin Severson
Mr. Swede Larson
7635 Highway 238
Jacksonville, OR 97530

Gentlemen:

In your October 15 letter, you requested access to relocated Highway 238 in Ruch. A review of the records show that when right-of-way was acquired for this project, the right of access to the new highway from the property you now own was taken and paid for at that time. The attached copies of Warranty Deeds and/or Final Settlements attest to this fact.

Our reason for controlling access, as we have done in this case, is to reduce the number of traffic conflicts caused by turning movements. Experience has proven that this procedure does result in a reduced number of accidents.

Since we have bought the access you requested, and since it is not now in the public interest to grant access, your request must be denied.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
H. S. Coulter ✓
J. B. Boyd
Alfred Shirley, Jr.

JXW:cw/ESH:ja

RECEIVED
DEC
Office of
Assistant State Highway Engineer

Form 81-734-3123

Salem, Oregon
October 21, 1975

Frank E. Terpin F.E.P.
Final Design Engineer

William H. Maude
Resident Engineer

Ruch Section
Jacksonville Highway
Jackson County
Contract 8221
Substitution of Gates

The material submitted for the substitute gates is insufficient to make an evaluation on a comparative quality basis with our standard specified gates. Information pertaining to metal thickness, galvanizing weight, fabrication data, hinge and latching assemblies, etc., is necessary to obtain approval. Further, it would be helpful if we knew what exact gate is intended for use, i.e., aluminum or steel, five panel or six panel. The six panel steel appears most appropriate.

A price agreement documenting the substitution of specified materials will have to be processed following approval whether or not there is any change in price.

WWR:jh

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 2 1975
ROAD

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE October 15, 1975

TO Walter Hart, Bridge Design Engineer

FROM Wm. H. Maude, Resident Engineer

by S. Hobbs, Office Engineer

SUBJECT Submittal for Approval
Ruch
Contract 8221

Attached please find three copies of data on metal gates from Kelley Manufacturing Co. These are being submitted for your approval. The subcontractor has requested to use these gates in lieu of those shown on the plans.

attach

cc:A. Shirley Jr.

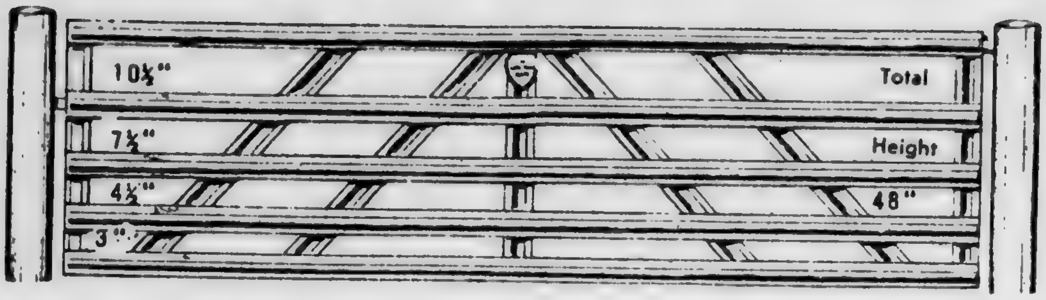
T

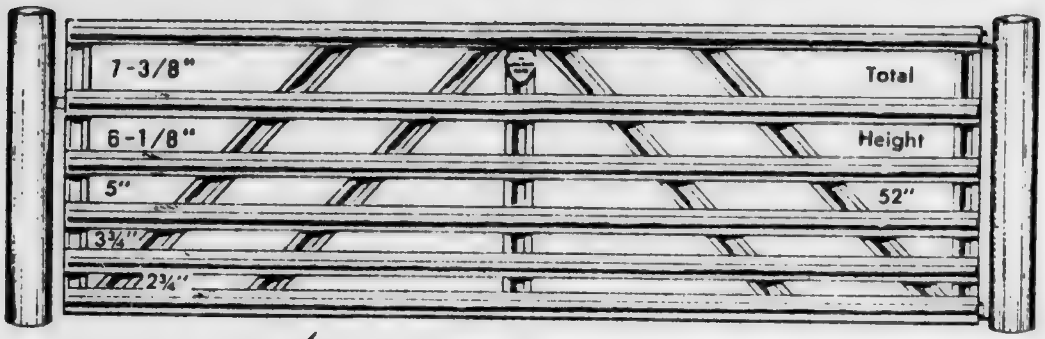
RECEIVED
OCT 17 1975
BRIDGE SECTION

101-7

LIFE-TIME® GATES

available in a complete range of sizes





NEW!
Gates are equipped with one bolt hook and one screw hook at no extra cost, for proper adjustment of gates where posts are not vertical.

SPECIFICATIONS

All five panel gates listed below are furnished in a standard 48" height and all six panel gates are furnished in a standard 52" height. Gates are supplied 4" shorter than opening.

Life-Time Gates are available in all standard sizes complete with hingers and latches. If you need a custom size, your Life-Time Gate manufacturer can build a gate to your particular requirements.

Opening Length	Number of Panels	APPROXIMATE WEIGHT	
		Steel Galvanized	Tempered Aluminum
16	5	89	60
	6	98	69
14	5	82	52
	6	90	62
12	5	64	44
	6	72	48
10	5	59	36
	6	64	38
8	5	49	30
	6	56	33
4	5	27	18
	6	30	20

RECEIVED
OCT 17 1975
BRIDGE SECTION

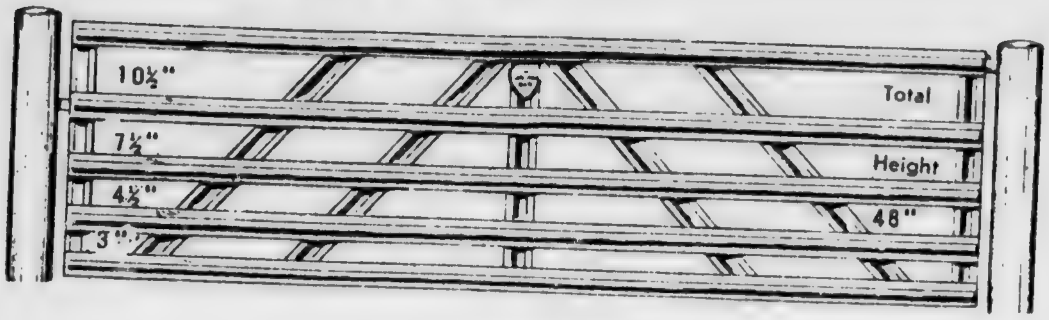
KELLEY MANUFACTURING CO.
5100 Santa Fe Avenue • P. O. Box 58046 • Los Angeles, California 90058

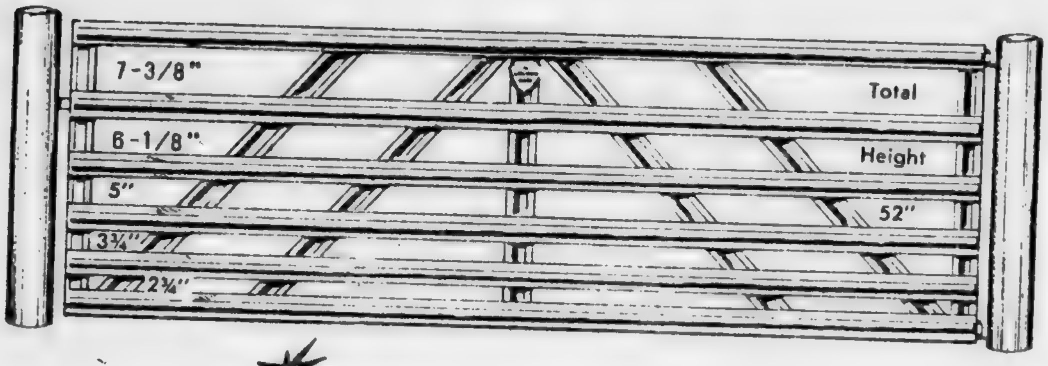
"WE ARE AS NEAR AS YOUR TELEPHONE" AREA CODE 213 - 587-3201

101-1

LIFE-TIME® GATES

available in a complete range of sizes





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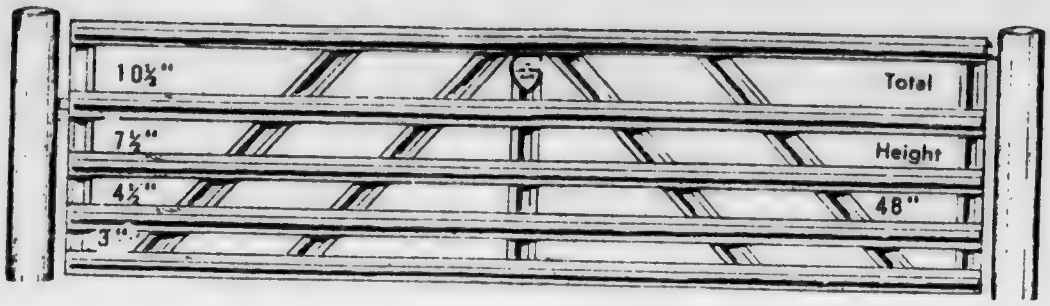

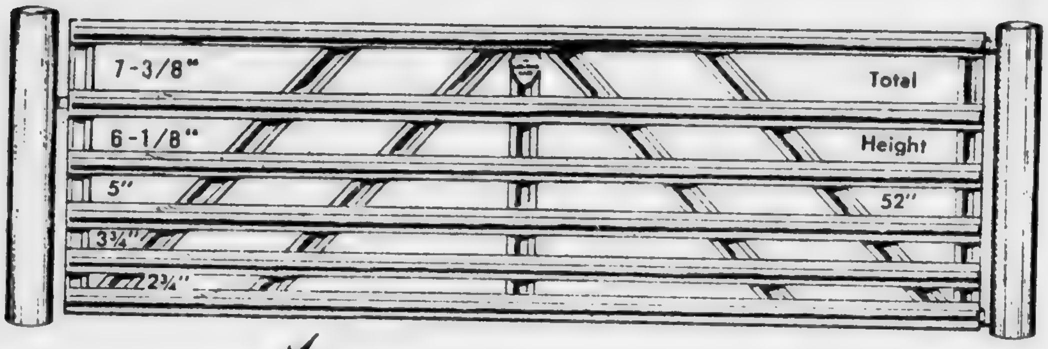

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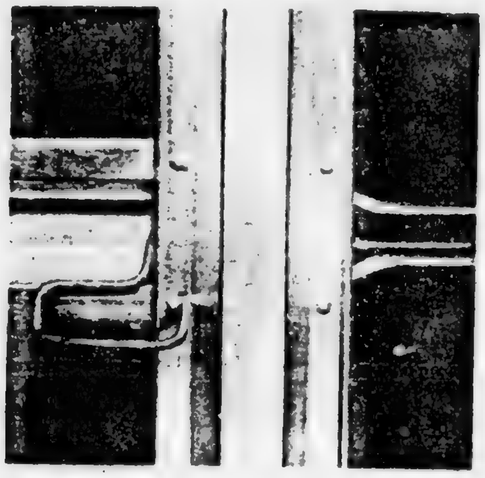
Beauty Durability Economy

Here's Why Life-Time Gates Are Your Best Buy, Aluminum or Steel Safety Panels

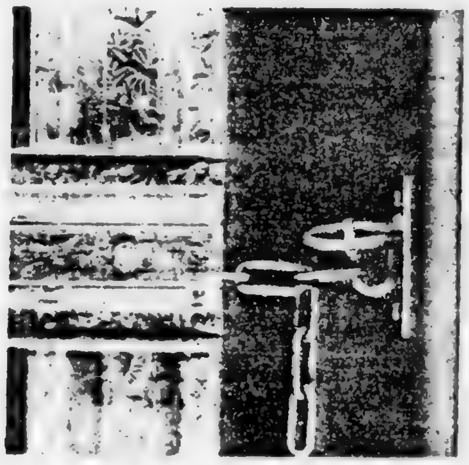
Life-Time Gates strength and durability come from the unique panel designs engineered for maximum strength and durability.

SLIDE-LATCH



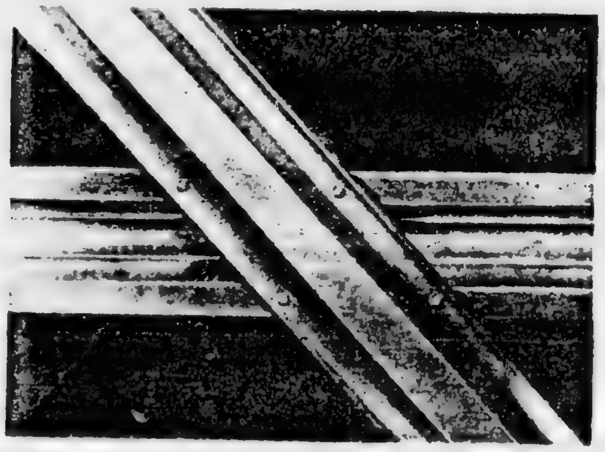
Once latched, your Life-Time Gate stays latched. The handle is easy to grasp, designed for padlocking.

OPTIONAL CHAIN LATCH



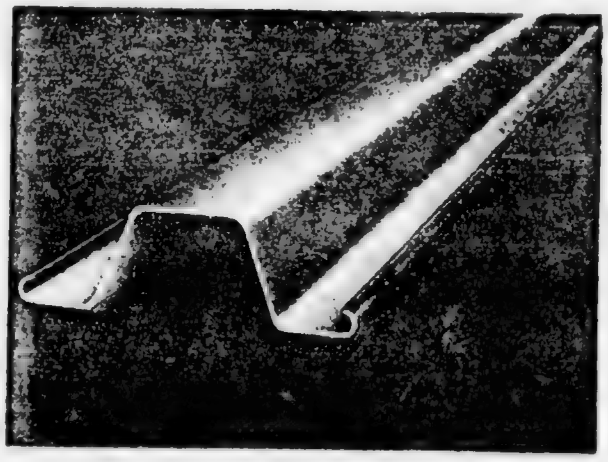
If you prefer, an adjustable length chain latch is available for either steel or aluminum gates.

AUTOMATIC MACHINE RIVETED for Extra Strength



Modern jet aircraft riveting equipment is used to give LIFE-TIME Gates uniform extra strength at all points . . . no spot weld failures or burns.

SAFETY PANELS for Extra Strength



Extruded aluminum panels are reinforced at the corners for extra strength . . . no denting or notching. The rolled steel panels provide maximum strength with minimum weight. Outer edges are smooth to prevent cuts or scratches to animals.

Ultimate in Strength And Economy Too!

Designed for maximum strength, yet light in weight . . . the aluminum gate weighs only 49 lbs. for a 12-foot, 6-panel gate.

Write for the name and address of your nearest dealer.

RECEIVED
OCT [illegible] 1975
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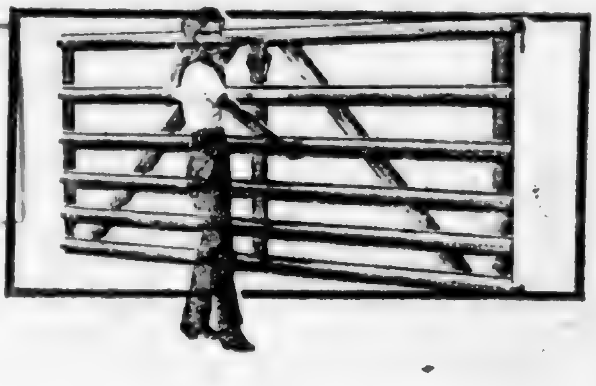

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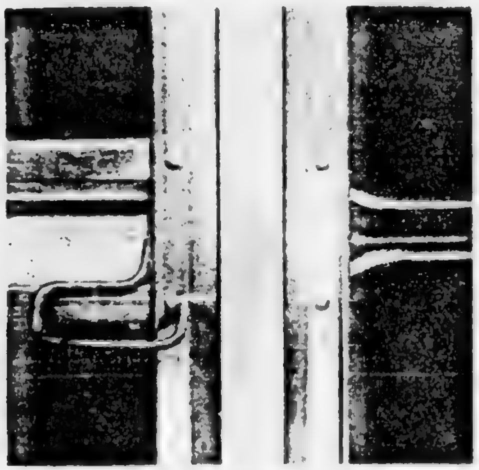

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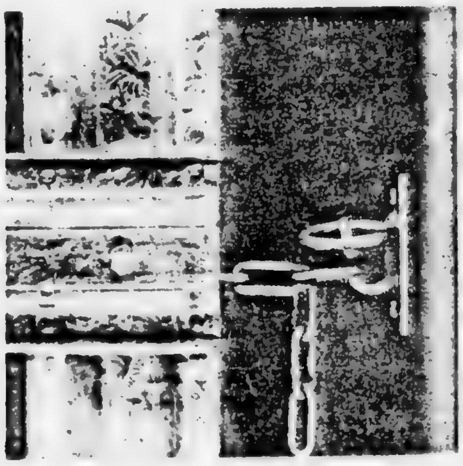

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OCT 17 1975
BRIDGE SECTION

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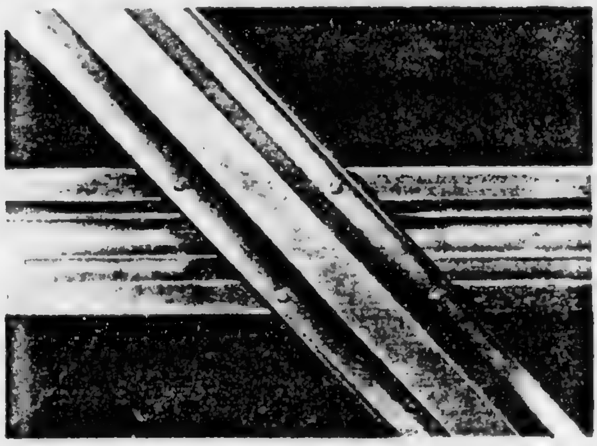

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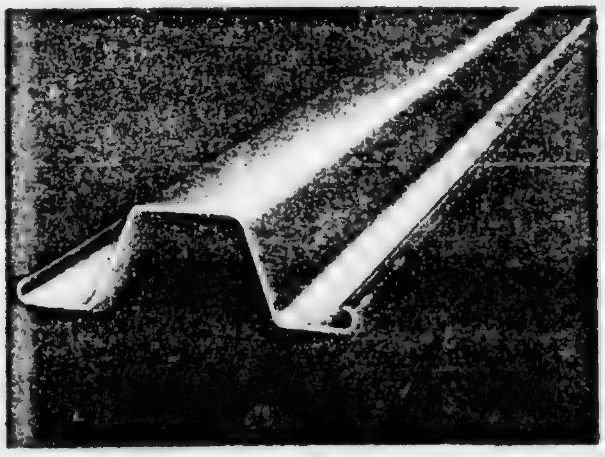

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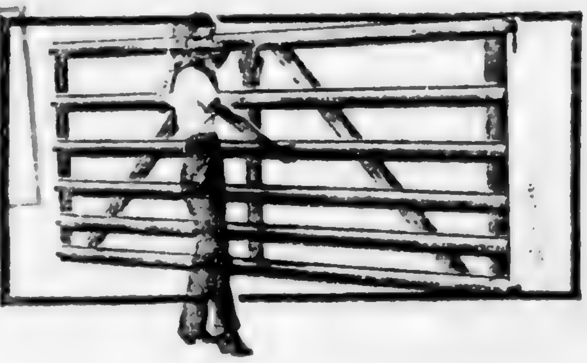

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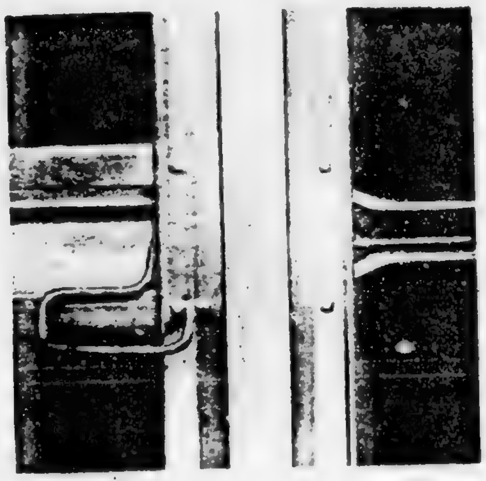

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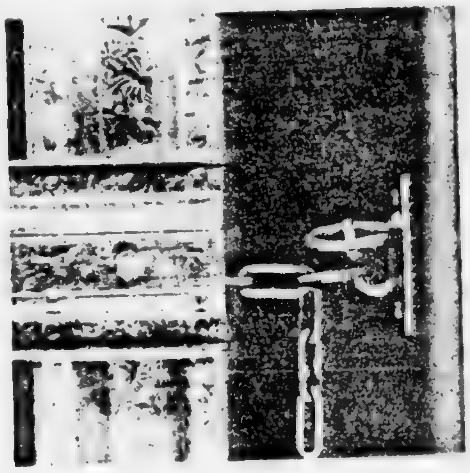

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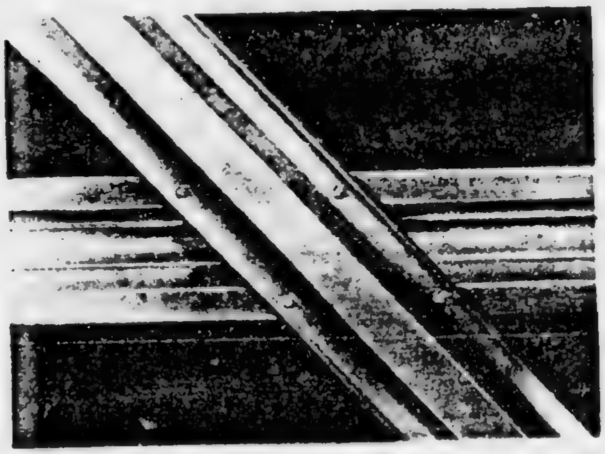

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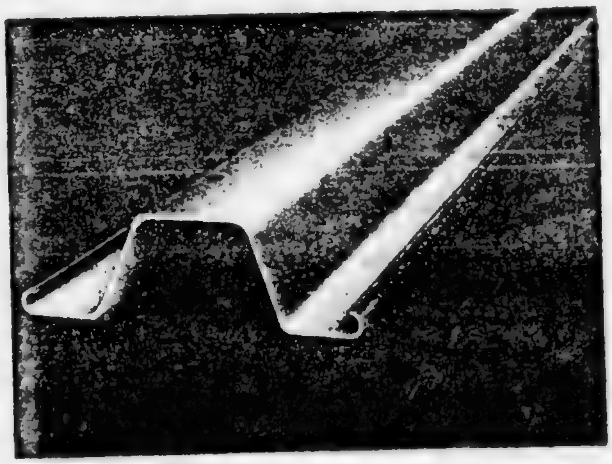

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RECEIVED
[illegible] 17 1975
BRIDGE SECTION

18-4-25 272

tuch sec.

October 15, 1975

State Highway Dept.
State Hwy Bldg
Salem, Oregon, 97310

Gentlemen:

This spring we learned that Hwy 238 was to be relocated this summer and that our three businesses were to be deprived of Hwy 238 exposure.

We contacted Bill Maude who came out and looked the situation over, stated that his assistant was in charge of the project and would work with us. His assistant discussed the problem with us. We proposed to him that a driveway approach be installed near Eng Station [illegible] & 81.01 to serve our three businesses and that about 150 additional feet of the old Hwy 238 be eradicated and planted to grass. We have enclosed a plan showing what was discussed.

We were told that the location might be too close to the intersection and that it might have to be moved to the west. We purchased the small parcel to the west so that, if necessary, this could be done.

Now the project is almost done. You have left one parcel land locked and removed Hwy 238 exposure from three businesses. This loss will have a serious detrimental effect on business.

Please install the driveway and remove the extra old highway immediately.

Sincerely,

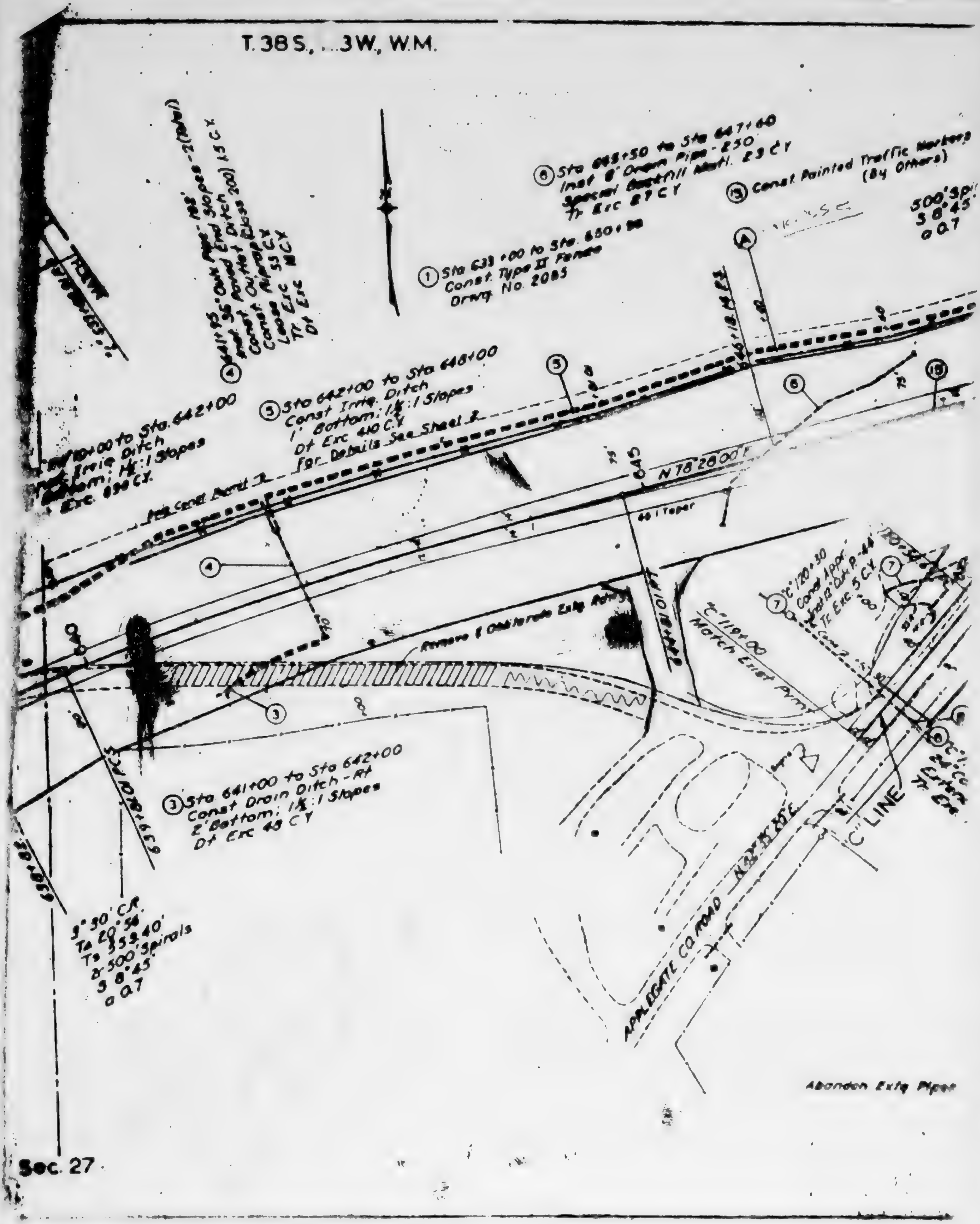
Jim Christopherson   Lorin Severson   Swede Larson
7685 Hwy 238, Jacksonville, Ore. 97530

cc: Bill Maude, Medford Office
[illegible], Jr. Roseburg Office
Virgil Wilson, [illegible] office, Roseburg
[illegible] Boyd, Dir, [illegible], Salem
Lloyd [illegible], Engineer, Salem

1 ✓
2
3

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson W
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

10/28/75
assigned to A. Shirley T.


T.38S., ...3W., W.M.
④ 641+95 36" Culv Pipe - 198' Inst 36" Paved End Slopes - 2 (Total) Const Outlet Ditch (Class 200) 15 C.Y Const Riprap C.Y Loose Exc 53 C.Y Tr Exc MC.Y Dt Exc
⑥ Sta 643+50 to Sta 647+60 Inst 6" Drain Pipe - 250' Special Backfill Matl. 23 C.Y Tr Exc 27 C.Y
⑬ Const Painted Traffic Markers (By Others)
500' Spi 3 8°45' a 0.7
① Sta 633+00 to Sta 650+00 Const Type II Fence Drwg No. 2085
Sta 640+00 to Sta 642+00 Const Irrig Ditch Bottom: 1½:1 Slopes Exc 890 C.Y.
⑤ Sta 642+00 to Sta 648+00 Const Irrig Ditch 1' Bottom: 1½:1 Slopes Dt Exc 410 C.Y For Details See Sheet 2
Per Const Detail 2
⑤
④
⑥
⑬
645
N 78°28'00" E
60:1 Taper
Remove & Obliterate Exist Pvmt
③
⑦ "C" 120+30 Const Appr Inst 12" Culv P - 44' Tr Exc 5 C.Y
⑦
℄ 1119+00 Match Exist Pvmt
"C" LINE
APPLEGATE CO ROAD
③ Sta 641+00 to Sta 642+00 Const Drain Ditch - Rt 2' Bottom: 1½:1 Slopes Dt Exc 43 C.Y
639+10.01 P.C.S.
638+83
3°30' C.R.
Ta 20°56'
Ts 353.40'
2-500' Spirals
3 8°45'
a 0.7
Abandon Exist Pipe
Sec. 27

#8221 7-23-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 15-053(2)
STATE PROJECT NO. Ruch Section
COUNTY NAME Jackson
PROGRAM STAGE (Check) ☐ 1. ☒ 2.
PROGRAM NO.
ITEM NO. RS-43

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 28 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
E. S. HUNTER

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JUL 23 1975

FEDERAL ROUTE NUMBER Secondary Route 15-053
STATE ROUTE NUMBER Jacksonville Highway Route #272

General description of work:
You are now authorized to proceed with actual adjustments for Pacific Power and Light Co.'s power line effective July 23, 1975. Reimbursement on an actual cost basis estimated to be $5,567.00 - Federal Funds $4,352.00 - is approved. A minor program change adding utility adjustment to the character of proposed work effective July 23, 1975 as requested in Mr. Rulien's letter is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Utility Adjustment
Minor program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Pacific Power and Light Co. consisting of your Utilities and Railroad Engineer's letter, the PP&L Co. July 3, 1975 letter, and the plans and estimate furnished by Mr. Preston's July 10, 1975 letter. Mr. Gary Kennen's affidavit of PP&L Co.'s property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

7-28-75
ORIGINAL TO
L.W. Rulien

DATE 7-23-75
SIGNATURE OF APPROVING OFFICIAL C R Burghardt for
TITLE Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

F2 - 1

PRO 6-2

R

July 22, 1975

TO G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RS-15-053(2)

We hereby request your approval of a minor program change on the subject project to include in the charactor of proposed work "Adjustment of utilities including preparatory work." Subsequent to submission of the program on the project it was determined that adjustments of Pacific Power and Light Company facilities were required on the project. The estimated total cost for the utility adjustments is $5,567 with federal funds of $4,352. Additional information was forwarded with Mr. Preston's memo of July 10, 1975.

CL:vld

R

5-7-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-54

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	5-7-75
BY (Signature)	L. W. Rulien's April 24, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 43 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
43	RS-15-053(2)	0.51	348,000	272,100	Ruch Section Jackson County State of Oregon	Grade, drain, high type pavement and channelization

5-8-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENG.
MAY 8'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
MAY 8 1975
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-7-75	CR Burghardt G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915.690

3091

1991

R

May 5, 1975

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

Attention: Harry Chipman
County Clerk

Gentlemen.

Attached for your records is a fully executed copy of a construction-abandonment agreement concerning the Ruch Section of the Jacksonville Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date April 28, 1975

A. PROJECT IDENTIFICATION

Name of Project Ruch Section (Section) RS-15-053(2)

Location of Project - Medford-Provolt Highway (Highway Name) 238 (Highway No., US - ORE)

Ruch (City) Jackson (County) III (Region)

Program FAS (Funding) $300,000 (Estimated Cost) 115-1470 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct this portion of the Medford-Provolt Highway to avoid the substandard, extremely poor alignment and hazardous conditions at the junction of this highway and Applegate County Road, and to allow through traffic to flow on the state highway rather than the county road as is presently the case.

Origin and History: In November 1931, the Medford-Provolt Road was designated a secondary state highway. In 1967, survey work was commenced to revise the poor alignment and to correct the hazardous condition at the Applegate Junction.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.51 miles.

Termini M.P. 25.38 at westerly end to M.P. 25.89 at easterly end of project or from station 635+50 to station 662+50.

Alignment (new or existing) New alignment for 40% of the project. Largest alignment shift is 240 feet in a northerly direction in the vicinity of the Applegate Road connection.

3

NON-MAJOR

Form (2)9-74

Description of Project (con

Right-of-Way (acreage and type of land use) No new R/W required. R/W for project purchased in 1967-68 and is presently vacant.

Typical Section Two 12-foot travel lanes with 4-foot shoulders, taper into channelized area for left turn refuge with two 14-foot travel lanes, a 12-foot refuge lane, a 2-foot divider and 4-foot shoulders. The Applegate River Road Connection will have

Bikeway N/A :: two 12-foot travel lanes and 4-foot shoulders.

Structures N/A

Additional Facilities Culverts and drains connecting to irrigation ditch.

Access Control Uncontrolled access.

Materials Commercial sources for paving materials

Borrow and Waste Disposal Excavation will result in 12,514 c.y. of material, of which 9,840 c.y. will be used as embankment for the project. 2,674 c.y. are in excess of embankment requirements and suitable disposal must be obtained.

Special Construction Methods N/A

Characteristics (ADT) From westerly terminus to Applegate River Road ADT is 1,350. From Applegate River Road to Easterly Terminus ADT is 2,100.

Other General Information (or Supplemental information to items) A short stretch of Applegate River Road and its connection are to be reconstructed to tie in with the project. Irrigation ditch not currently in use will be relocated approximately 50 feet north of its present location and drainage culverts from the project will connect to the irrigation ditch.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Three feasible alternatives were examined for this intersection. The no-build alternative would leave the current hazardous condition. Alternative 2 was to improve the curve at the intersection of the Medford-Provolt Highway and the Applegate County Road. This alternative would have resulted in the removal of at least one of the two buildings located near the intersection, would have left the county road as the through route and would not have significantly improved line of sight at the intersection. Alternative 3, the design alternative selected was chosen on the basis of safety, engineering, aesthetics, and minimum property conflicts. This alternative avoids splitting any property, leaves untouched the two buildings located near the intersection, provides the greatest line of sight at the intersection, and leaves the state highway rather than the county road the through route.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies

FHWA, Fish Commission, Wildlife Commission

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation ______

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ______________

☐ Reconnaissance ______________

☐ Field Location ______________

☐ Office Location ______________

☐ Field Prel. Design ______________

☐ Office Prel. Design ______________

☒ Final Design ______________

☐ Contract Plans ______________

FHWA

Status Date

☐ Systems Planning ______________

☐ Prel. Engineering ______________

☐ Corridor Approval ______________

☐ Design Approval ______________

☐ Plans, Specifications and Estimates Approval ______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) Ruch is located in an attractive narrow valley in the Siskiyou Mountains. The project is located on flat to slightly sloping land in the bottom of the valley on largely open pasture land. To the north and south of the project woodlands prevail where the mountains rise from the valley. The bottomland of the valley directly traversed by the project is grassland with several oaks located at intervals. The riparian land adjacent to Forest Creek contains stands of oak and poplar, while the hillsides on both sides of the valley contain a mixture of Ponderosa pine, Douglas fir, Madrone, and Manzanita. Approximately 250 feet north of the project and running parallel to it for its length is Forest Creek, a tributary of the Applegate River. This creek is likely a spawning area for anadromous fish (winter steelhead, summer steelhead, and coho salmon), although the stream is usually dry in the summer. Resident fish are likely trout according to the staff of the Wildlife Commission.

Soils in the vicinity of the project include the Chehalis, Camas, Kerby, and Ruch series. They share the common characteristics of being well drained, water deposited soils occuring along streams and floodplains. These soils range from neutral to medium acid, and except for the Camas series, are well suited to agriculture. Riverwash (alleuvial land with little or no vegetative cover) is associated with the Camas and Newberg series, is subject to flooding, sandy or gravelly, and of no agricultural value.

Despite the alluvial nature of these soils and their association with Forest Creek this creek has had no history of flooding, until 1974 when it overflowed its banks by 20 to 30 feet. This is well away from the proposed project area.

Of special concern is that the vicinity of the project area has been identified as habitat of the Ringtail cat by B. J. Verts of the Fish and Wildlife Department of Oregon State University. The Ringtail cat is considered a rare animal in Oregon and is on the protected species list.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Ruch area is a rural community providing basic service facilities for the surrounding farmers. There are two grocery stores, each with a gasoline franchise, a laundromat, two realty offices, a community church and grade school. There are several large parcels of ground that are divided into smaller residential acreages in the vicinity with several more being considered for future use. There are no public sewer or water facilities in the construction vicinity. All properties are serviced by wells and septic systems. Telephone and electrical power lines that are located on the right-of-way will be relocated. An underground telephone cable will be relocated in August.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None: Right-of-way purchased in 1967-68 and consists of open land clear of structures.

Consequences:

None.

2. Estimated Changes in Traffic Patterns:

None: Correction of substandard intersection will not change traffic patterns.

Consequences:

None.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

All existing buildings at the intersection will have access to the new alignment.

Consequences:

None.

4. Expected Adverse Effects on Natural Ecological Resources:

7.7 acres of pastureland taken by new R/W and alignment, of which 6.1 acres will be cleared for the highway bed. Clearing will involve the taking of several oaks on the flat land at the intersection near the point of maximum alignment shift and several madrone on the embankment at the southwest end of the project.

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

Routine relocation of telephone cables and electric power lines.

Consequences:

None

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

The project area has been identified as habitat of the ringtail cat by B. J. Verts of the Fish and Wildlife Department, Oregon State University. The ringtail is not considered to be in danger of extirpation and Olterman (Olterman and Verts, 1972) reports that man's activities do not greatly influence populations of this mammal. The OSHD staff biologist does not consider impacts of the project upon ringtail populations to be significant. The Wildlife Commission is making their determination of the significance of the impact and their findings will be added at a later date.

7. Potential for Controversial Issues:

See above.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist			
Water Quality Spec.	XXX		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☒ Other Assessment Only

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

8221

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April 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-15-053(2)

We are submitting program data for one project, Item No. 43, Project No. RS-15-053(2), "Ruch Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on May 22, 1975.

Enc.

DRH:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

4-24-75

Budget Bureau No. 41-R2067; App

U.S. DEP
BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 238, 6.5 mi. SW of Jacksonville 0.5 mi. W 65	**ADT**	PRESENT 2,100*	FUTURE 3,800 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., HT Pave, channel. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68) ▨	SUPV AGCY (69) ▨	DA CLASSIF. (70) ▨	DA AREA (71) ▨	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23 | NUMBER 7 15-053 | SE

RD | CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA 17-31: - -

COUNTY NAME: Jackson | CODE 029 (14) (16)

ROUTE NO. S | FEDERAL-AID 15-053 (32) | STATE 272 (36) (37) | U.S. - - (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		SR 238, 6.5 mi. SW of Jacksonville 0.5 mi. W.						Gr. 2-12 4' s chan
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Ruch Section"	0.51	348,000	272,100	75,900		ROW Acce part Rest

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.51	348,000	272,100	75,900		
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS		

*DHV 260

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

4-24-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
238, 6.5 mi. SW of Jacksonville 0.5 mi. W		2,100*	3,800	95	10	Oregon	41	075	43

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
channel.								RS-	15-053	(2)		

Rural Secondary

COUNTY NAME: Jackson
CODE: 029

ROUTE NO. S
FEDERAL-AID: 15-053
STATE: 272
U.S.: - -

- -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 238, 6.5 mi. SW of Jacksonville 0.5 mi. W.						Gr., Dr. HT pave 2-12' lanes with 4' shoulders and channelization.
OW								
ONST (PE) fety) 201		"Ruch Section"	0.51	348,000	272,100	75,900		ROW - 100' minimum; Access Control - partial; Parking Restrictions - none.
		PROJECT TOTALS	0.51	348,000	272,100	75,900		

OVAL DATES

REMARKS

*DHV 260

-over-

RUCH SECTION

PROJECT NO. RS-15-053(2)

Existing Facility: Two 9-foot bituminous surfaced travel lanes with 7-foot shoulders. This section has four substandard curves one of which is posted for 25 M.P.H. and the others for 30 and 35 M.P.H.

Adjacent Facilities: Two 9-foot bituminous surfaced travel lanes with 7-foot shoulders.

Project Data: The work consist of grade, drain and high-type pavement providing two 12-foot travel lanes with 4-foot paved shoulders on improved alignment. Channelization is provided for county road connection.

Exceptions to Minimum Standards: Shoulders have been reduced from minimum 8' to 4' based on the fact that the project is primarily to improve safety at the junction of Applegate County road by providing channelization for westbound traffic left turn movement. The roadway section is compatible with adjacent sections of the highway.

Relocation Assistance Payments: The State will make such payments as required.

System Action Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: A-95 review by State Clearinghouse and District 3 Clearinghouse not required under paragraph 2b of IM 50-1-70 as substantial amount (88%) of right-of-way was acquired prior to September 30, 1969.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

Public Hearings: Not required under PPM 20-8 & PPM 20
effect at the time of location/design approval.

Location/Design Approval: Granted under the "Secondar
Plan" October 1, 1968.

Note: (1) This project is in Congressional District

(2) The project is being programmed as a "Safety Imp
Project" under the provision of FHPM 6-8-2.1 because
opinion of the State Highway Division that the exist
standard curves within the project limits have a pote
accident hazard greater than average based on locati
like characteristics having greater than average acc
experience. The posted safe speed is 25 MPH to 40 M
the existing curves within the project. The propose
ment of the roadway increases the radius of the curv
improves vertical alignment resulting in increased s
and sight distance reducing the potential hazard fo
and noncollision accidents at this location.

RUCH SECTION

PROJECT NO. RS-15-053(2)

ty: Two 9-foot bituminous surfaced travel lanes with
s. This section has four substandard curves one of
for 25 M.P.H. and the others for 30 and 35 M.P.H.

ies: Two 9-foot bituminous surfaced travel lanes
lders.

The work consist of grade, drain and high-type pave-
two 12-foot travel lanes with 4-foot paved shoulders
gnment. Channelization is provided for county road

inimum Standards: Shoulders have been reduced from
based on the fact that the project is primarily
y at the junction of Applegate County road by pro-
zation for westbound traffic left turn movement.
tion is compatible with adjacent sections of the

stance Payments: The State will make such payments

Airports, Railroads, Water Development, Recreation
Areas: None involved.

irements: A-95 review by State Clearinghouse and
ringhouse not required under paragraph 2b of
ubstantial amount (88%) of right-of-way was acquired
ber 30, 1969.

irements: Nonmajor action project environmental
itted under separate action.

Public Hearings: Not required under PPM 20-8 & PPM 20-8(1) in effect at the time of location/design approval.

Location/Design Approval: Granted under the "Secondary Road Plan" October 1, 1968.

Note: (1) This project is in Congressional District No. 4.

(2) The project is being programmed as a "Safety Improvement Project" under the provision of FHPM 6-8-2.1 because it is the opinion of the State Highway Division that the existing substandard curves within the project limits have a potential accident hazard greater than average based on locations with like characteristics having greater than average accident experience. The posted safe speed is 25 MPH to 40 MPH for the existing curves within the project. The proposed realignment of the roadway increases the radius of the curves and improves vertical alignment resulting in increased safe speed and sight distance reducing the potential hazard for collisions and noncollision accidents at this location.

8331

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	PFA	$2,000,000
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	FAU	$ 160,000
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	FA	$6,750,000
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	FA	$ 400,000
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	FA	$1,000,000
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	FAU	$ 375,000

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU	$ 240,000
	FAS	240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc
C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 20, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Ruch Section
Jacksonville Highway
Jackson County

The proposed roadway section will be four foot shoulders and 4:1 rock slopes. The revised section eliminates the necessity of the curb section Station 658+50 to Laurel Street. The existing right of way is adequate, therefore, the project limits will not have to be revised.

Recommendations as to drainage revisions ~~recommended~~ will be incorporated into the plans.

LKW:we
cc: Alfred Shirley
Virgil Wilson
Gary Kennen
William Maude
Earl Purdy
L. K. Watson

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2 T

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 21, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Ruch Section
Jacksonville Highway
Jackson County

TO: MEMORANDUM TO THE FILES

I met with Roger Trygstad and discussed a left turn refuge at Applegate County Road. With the revised intersection, there will be a heavy left turn movement, which justifies the refuge. The left turn refuge will be designed to stay within the present right of way.

LKW:we
cc: Alfred Shirley
Roger Trygstad

8221

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Salem, Oregon
February 18, 1975

Frank E. Terpin FET
Final Design Engineer

Alfred Shirley
Region III Engineer

Ruch Section
Medford-Provolt Highway
Jackson County

This "Old Dog" is being revived and it is proposed to open bids on April 24. Preliminary plans are attached.

Will you please have the plans reviewed and notify this office as soon as possible concerning any changes in topography, utilities, etc., also any revisions you wish made in the plans.

If it becomes apparent that problems may exist which would delay the project until May 22 please inform us so that we may take necessary action.

FET:we
Attachments
cc: Gary A. Potter
L. W. Rulien
Victor D. Wolfe
John Oakes
J. E. Chidsey
Don Harwell
C. G. Swenson
Lyle K. Watson

RECEIVED
FEB 1[illegible] 1975
ROAD
D[illegible]
S[illegible]

____ Versteeg ____
____ A. Olson ____
____ Terpin ____
____ Scott ____
____ Swenson ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File

8222 Seven Oaks-S Ashland Intchge 1975
of Pacific Highway
(Grad.,pav.,sig.,& illum.) ■

C & A 5521 9-22-76
12-16-75

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

STATE COPY

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (H.S.Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-13-77	Vincent Tabor, A.A.E	I-5-1 (86)12

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-14-76	9-29-77	100 %	300 days

APPROVED EXTENSIONS	LOCATION
None	Interstate 5 - from a point 2.4 miles north of Central Point, south 24.0 miles

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SEVEN OAKS-S. ASHLAND INTERCHANGE
PACIFIC HIGHWAY

The project provided for safety revisions to Interstate 5 to meet current standards. Slope grading, guardrail & median barrier, drainage structures, signing, and illumination were the major construction items. Frontage roads were also constructed to allow revision of SB on ramps at the Fern Valley Road and Green Springs Highway interchanges.

The 84" culvert pipe salvage and reinstallation mentioned in the final inspection report, but not addressed in the contract, was completed under PA-14.

The original project estimate was $2,041,558.00 with a final cost of $2,008,711.00.... an underrun of 1.7 percent.

Final cost estimates, PR-47, and materials certification have been received, and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
OCT 18 '77
REFER TO
FOR
Info | Inver | R/D | D/R

COPY SENT
OCT 17 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE /s/ Vincent J. Tabor for Thomas P. Lowe		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 10-13-77	TITLE District Engineer	DATE 10-14-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8222-15

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HHG-30-02
OMB NO. [illegible]-R2271

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FPM 20-[illegible] and FHM [illegible])

CARD A — ALL (To be completed by Washington Headquarters Personnel)

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE: Oregon	COUNTY: Jackson	FEDERAL PROJECT NO.: I-5-1 (86)12		URBAN ☐ RURAL ✓

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y106 Y030 Y002	
20	FINAL CONSTRUCTION COST	DOL.	1,835,295	
21	LENGTH OF PROJECT	MILES	23.983	

DATE STARTED: August 2, 1975

DATE COMPLETED: August 14, 1976

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS	GROSS EARNINGS
		35,468	397,893

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	935,361	
	9	PETROLEUM PRODUCTS	GAL.	51,194	
	1	CEMENT	BBL.	8	
CARD C	2 92	AGGREGATE - PURCHASED	TON CU. YD.	76069 3	
	3	BITUMINOUS MATERIAL	GAL.	19,751	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	9600	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.	336	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1073	
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	2000	
	17	FENCING	LIN. FT.	5448	
	18	GUARDRAIL	LIN. FT.	82913	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	79,142	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	66,282	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	174
		15	980
		18	1840
		24	1231
		36	272
		48	136
		72	36
		84	28
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	IRRIGATION PIPE	
		8	12
		10	277
		12	74
		24	20
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Co.

In accordance with your letter of October 3, 1977 the securities released on the following contracts, that have been finalled, will be applied to contract 8533:

Contract	Released
8222	$ 5,000
8236	10,000
8435	12,000
Total	$ 27,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

CC: J.C. Compton Co.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

8222

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 13, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews,
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8222

This contract has been finalled. The $5,000 deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8222

May 31, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On May 13, 1977, we wrote to you concerning release of final payment on Contract No. 8222 awarded to J. C. Compton Co. for work on the Seven Oaks-South Ashland Interchange Section of Pacific Highway in Jackson County.

The total contract amount is $1,824,126.77 including $26,606.14 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
P. O. Box 1633
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8222

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

	Prior Allocation		Amount of	New Allocation	
Contract	Amount	Rec.#	Change	Amount	Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

JJK:mm

1

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

	Prior Allocation		Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

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8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary				
$ 25,000	146108	-0-	$ 25,000	146108
100,000	146129	-0-	100,000	146129
73,000	150120	-0-	73,000	150120
100,000	150202	-0-	100,000	150202
285,000	150291	(285,000)		
-0-		62,500	62,500	152162
$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

5222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 9, 1977

J.C. Compton Company
PO Box 86
McMinnville, OR 97128

Attention: Alan Hay

Re: Contract 8222

Retainage requirements on this contract have been reduced to $5,000. You presently have $25,000 deposited in lieu of retainage on this project. $20,000 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank--Peggy J. Mathews

bc: C.W. Head
R. Church
C.W. Barrett

592

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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
FOR

January 17, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Grants Pass-Applegate River Sec.
Redwood Highway
Josephine County

We are requesting a public interest finding in the State furnishing the following items on the subject section.

1182

State Furnished Guardrail Members (Including rail splice bolts)	1,050 lin.ft. @ $0.53 =	$556.50

This material was salvaged from the Seven Oaks-South Ashland Interchange Section project. It was purchased by the State and stockpiled in the Central Point Maintenance Yard. Credits have been made to the Seven Oaks-South Ashland Interchange project and charges will be made to the subject project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Central Point Maintenance Yard and use it on the project.

This proposal has been discussed by telephone and tentatively approved by Mr. Hossner of the FHWA.

We feel it is in the public interest to use this material to conserve State funds previously expended as well as conserving energy by using material on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:jh
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Moehring
Alfred Shirley
D. E. Swan
Art Brummitt

Form 81-734-3122

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8333	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-200 7/76

Customer Copy

December 8, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. COmpton
Contracts 8146, 8222, 8236

Please find enclosed safekeeping receipt 146087, covering City of Hermiston bonds 60/68, $9,000 and 146007, covering City of Lake Oswego bonds 1-8, $36,714.63.

I overlooked the portion of your October 29, 1976 letter to us stating that you were sending these bonds for collection.

This transaction will result in a $7,000 decrease in deposits on contract 8146, a $11,000 decrease on contract 8222, and a $27,714.63 decrease on contract 8236.

V.E. Skoog

By ____________________
Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

JHP:mm

8222

ST

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00		83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By ______________________________
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head R. Cchurch C. Barrett

8222

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
11-72

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-4-76

Form Approved, O 04-R2089

State
Oregon

County
Jackson

Project Number
I-5-1 (86)12 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 19 75,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,989,891	$ 2,031,258
Federal funds	$ 1,836,270	$ 1,874,400
Other revisions		

This modification is made for the following reasons:
To reduce credit previously allowed for salvaged guardrail to actual amount salvaged. No change in previously 100% funding under PL 94-30 of $153,621.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, October 28, 1976

Federal-aid Project
No. I-5-1(86) 12 Safety

SEVEN OAKES-S. ASHLAND INTERCHANGE
PACIFIC HIGHWAY IN JACKSON COUNTY

Revised Project Agreement Estimate.

Type Code Y106

Safety (Sta. 450+00 to Sta. 1716+30.04 BK = Sta. 204+78.70AH)

Toatal on Previous estimate of April 30, 1976			$ 1,989,891.00
Previous estimate			
Salvaged Guardrail			(63,423.15)
Revised Estimate			
SFO 5 Salvaged Guardrail Credit	315,084 lbs	0.07	(22,055.88)
		Net Increase	41,367.27
		Total	2,031,258.27

Length of Project	0.0 mile	
Federal Funds		1,874,400.00
State Funds		156,858.27
Total		2,031,258.27

Group 1 - 100%
Contract No. 8222
Prefix 615-1063

9222

8222

No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-162

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State

County Jackson

Project Number I-5-1(86)12 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,989,891	$ 1,989,891
Federal funds	$ 1,836,270	$ 1,989,891
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 153,621."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

222

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-86
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT
FEDERAL HIGHWAY

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-14-76

Approved; O M B No. 04-R2089

egon

Jackson

Project Number
I-5-1(86)12 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 12, 19 75,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,970,580	$1,989,891
Federal funds	$1,818,451	$1,836,270
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

for: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, April 30, 1976

Federal-aid Project
No. I-5-1(86)12 Safety

SEVEN OAKS-S. ASHLAND INTERCHANGE
PACIFIC HWY. IN JACKSON COUNTY

Revised Project Agreement Estimate.

Type Code Y106
Safety (Sta. 450+00 to Sta. 1716+30.04 Bk. = Sta. 204+78.70 Ah.)

Subtotal on Previous Estimate of June 9, 1975			$1,849,094.56
Additional Approved Items			
EWO 4, Adjust Sprinkler Heads	All Required		2,374.00
EWO 5, Connect Structure Drain	All Required		6,000.00
PA 4, Strip Paint from Guardrail	12,242 lin.ft.	0.75	9,181.50
			$ 17,555.50
	Subtotal		$1,866,650.06
	Engineering		186,664.09
	Total		$2,053,314.15
Salvaged Guardrail			(63,423.15)
	Total		$1,989,891.00

Length of Project - - - - 0.0 Miles

Federal Funds -	$1,836,270.00
State Funds -	153,621.00
Total	$1,989,891.00

Group 1 - 100%

Contract No. 8222

Prefix: 615-1063

8233 R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 202	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1/12/75	STATE Oregon COUNTY Jackson PROJECT NO. I-5-1(86)12 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 2.4 mi. N. of Central Point, S 24.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-7-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 1,970,580	FEDERAL FUNDS $ 1,818,451

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 9, 1975

Federal-aid Project
No. I-5-1(86)12 Safety

SEVEN OAKS-S. ASHLAND INTCHGE.
PACIFIC HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code Y106
Safety (Sta. 450+00 to Sta. 1716+30.04 Bk. = Sta. 204+78.70 Ah.)

Furnishing Field Laboratory	1	only	2,500.00	$ 2,000.00
Mobilization	All	Required		110,510.00
Temporary Protection and Direction of Traffic	All	Required		33,000.00
Temporary Signs	1,400	sq.ft.	3.00	4,200.00
Temporary Barricades	4	only	100.00	400.00
Oversize Advance Construction Signs	2	only	3,000.00	6,000.00
Flagmen	600	hour	15.50	9,300.00
Clearing and Grubbing	All	Required		12,000.00
Removal of Structures and Obstructions	All	Required		45,000.00
Ditch Excavation	1,000	cu.yd.	4.00	4,000.00
Embankment in Place	59,000	cu.yd.	2.50	147,500.00
Trench Excavation	3,280	cu.yd.	6.00	19,680.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Obliteration of Roadway	3,000	sq.yd.	0.50	1,500.00
Furnishing and Placing Topsoil	30	cu.yd.	10.00	300.00
Watering	800	M-gal.	3.00	2,400.00
1" - 0 Aggregate Base	8,000	ton	3.60	28,800.00
Ditch Protection Material	4,100	ton	4.50	18,450.00
Aggregate Shoulders	63,000	ton	3.50	220,500.00
Class "C" Asphalt Concrete Mixture	1,300	ton	20.00	26,000.00
Asphalt Cement in Mixture	85	ton	90.00	7,650.00
Concrete in Box Culvert Extension	90	cu.yd.	155.00	13,950.00
Reinforcement in Box Culvert Extension	12,900	lb.	0.30	3,870.00
12-inch Culvert Pipe	300	lin.ft.	5.50	1,650.00
15-inch Culvert Pipe	1,330	lin.ft.	10.40	13,832.00
18-inch Culvert Pipe	1,810	lin.ft.	12.00	21,720.00
24-inch Culvert Pipe	210	lin.ft.	30.00	6,300.00
36-inch Culvert Pipe	240	lin.ft.	48.20	11,568.00
48-inch Culvert Pipe	170	lin.ft.	45.00	7,650.00
72-inch Culvert Pipe	50	lin.ft.	51.00	2,550.00
84-inch Culvert Pipe	30	lin.ft.	104.00	3,120.00

8-inch Irrigation Pipe	12	lin.ft.	13.00	156.00
10-inch Irrigation Pipe	280	lin.ft.	4.00	1,120.00
12-inch Irrigation Pipe	72	lin.ft.	5.00	360.00
24-inch Irrigation Pipe	12	lin.ft.	35.00	420.00
Extra for Pipe Under Pavement	350	lin.ft.	55.00	19,250.00
Concrete Manhole	1	only	1,200.00	1,200.00
Concrete Inlets, Type D	2	only	400.00	800.00
Concrete Inlets, Type G-2M	10	only	450.00	4,500.00
Concrete Inlets, Type G-2MA	31	only	450.00	13,950.00
Concrete Inlets, Type M-E	86	only	550.00	47,300.00
Concrete Inlets, Type M-O	2	only	550.00	1,100.00
Diversion Boxes	3	only	250.00	750.00
6-inch Drain Pipe	2,700	lin.ft.	3.20	8,640.00
8-inch Drain Pipe	11,150	lin.ft.	3.80	42,370.00
Special Filter Material in Drains	1,700	cu.yd.	7.50	12,750.00
Guard Rail, Type 2A	58,900	lin.ft.	4.10	241,490.00
Guard Rail, Type 3	800	lin.ft.	10.00	8,000.00
Extra Guard Rail Members	2,180	lin.ft.	1.50	3,270.00
Extra Guard Rail Posts with Blocks	174	only	24.50	4,263.00
Metal Median Barrier Connection	64	lin.ft.	18.00	1,152.00
Guard Rail Anchor, Type 1	80	only	225.00	18,000.00
Guard Rail Anchor, Type 2	60	only	225.00	13,500.00
Extra for Guard Rail Bridge Connections	44	only	195.00	8,580.00
Rail End Pieces, Type A	60	only	15.00	900.00
Rail End Pieces, Type B	2	only	45.00	90.00
Rail End Pieces, Type C	78	only	105.00	8,190.00
Type 2 Fence	5,700	lin.ft.	1.40	7,980.00
20' Double Gates	2	only	300.00	600.00
Extra for Asphalt Approaches	2	only	200.00	400.00
Concrete Barrier	22,600	lin.ft.	14.50	327,700.00
Paved Culvert End Slopes	5,400	sq.ft.	3.50	18,900.00
Loose Riprap, Class 100	20	cu.yd.	20.00	400.00
Guide Posts	1,000	only	9.00	9,000.00
Adjusting Manhole	1	only	200.00	200.00
Roadside Seeding and Mulching	133	acre	425.00	56,525.00
6-inch PVC Pipe	710	lin.ft.	20.00	14,200.00

Signing (Type Code Y002)

Removal of Existing Sign Installations	All	Required		12,000.00
Painted Wood Sign Posts	All	Required		9,000.00
Sign Support Footings	All	Required		15,000.00
Breakaway Sign Posts	All	Required		23,000.00
Structure Mounts	All	Required		2,200.00
Exit Number Sign Supports	All	Required		3,100.00
Type "A" and "B" Signs in Place	586	sq.ft.	11.00	6,446.00
Type "D" Signs in Place	342	sq.ft.	5.000	1,710.00
Move and Modify Signs	All	Required		6,000.00

Illumination (Type Code Y030)

Foundations	44 only	883.80	38,887.20
Frangible Aluminum Transformer Bases	62 only	261.10	16,188.20
Relocate Existing Light Poles to New Foundations	44 only	236.14	10,390.16
Relocate Existing Control Cabinets	3 only	689.00	2,067.00
			$1,839,394.56

Additional Items

Railroad Protective Costs	All Required	$ 2,300.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (3 @ $800.00)	All Required	2,400.00
		$ 9,700.00
	Subtotal	$1,849,094.56
	Engineering	184,908.59
	Total	$2,034,003.15
Salvage Guard Rail (See attached sheet)		(63,423.15)
	Total	$1,970,580.00

Length of Project - - - - - - - 0.0 Miles

Retained in Program Status

Adjust Sprinkler Heads	All Required	$ 1,000.00
Connect Structure Drain	All Required	6,000.00
Construct Ditch (Sta. 1684+50 to Sta. 1691+00)	All Required	10,000.00
	Subtotal	$ 17,000.00
	Engineering	1,700.00
	Total	$ 18,700.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety	$1,970,580.00	$1,818,451.00	$152,129.00
Retained in Program	18,700.00	17,256.00	1,444.00
Total	$1,989,280.00	$1,835,707.00	$153,573.00

Group 1 - 100%
Contract No. 8222
Prefix No.: 615-1063

SEVEN OAKS-S. ASHLAND INTCHGE.

GUARD RAIL CREDIT

Salvaged Guard Rail	811,545 lb.	0.07	$ 56,808.15
Salvaged Posts	4,900 only	1.05	5,145.00
Salvaged Blocks	4,900 only	0.30	1,470.00
			$ 63,423.15

SEVEN OAKS-S. ASHLAND INTCHGE.

Nonparticipating - State Work

State Responsibility for Damages	All Required	$5,000.00

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

150247

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE 9/29/76

DISPOSITION OF PROCEEDS

☐ CP. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 270020 dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of Cert. No. ZSX 256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives [illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any option or [illegible] any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 22, 1976

FILE: CON 5

Gary Kennen

FROM: GARY KENNEN
Regional Utilities Engineer

TO: Phil Preston
Utility Special Studies Engineer

SUBJECT: State-Talent Irrigation District Agreement
Seven Oaks-South Ashland Int.
Pacific Highway
Jackson County

[illegible] CONTRACTS and
AGREEMENTS No. 5521

Enclosed is a letter of acceptance from Talent Irrigation District. This should probably be attached to our agreement.

GK/dd
Encl.

cc: Bill Maude

8222

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $ 287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(93,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓
R. Church
C. Barrett

8222 1

FORM 81-734-9601

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Seven Oaks-S.

…NG: …ugust 21, 1976

… PREFIX: 61[illegible]-1063

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Seven Oaks-S.Ashland Interchange

KIND OF WORK: Grading, Paving, Signing & Illumination

CONTRACTOR: J.C.Compton Company

CONTRACT NUMBER: 8222

FEDERAL AID PROJECT NUMBER: I5-1(86)12

DATE OF CONTRACT: June 4, 1975

DATE WORK STARTED: August 2, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 300

WORK DAYS USED:

CALENDAR DAYS USED: 300

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 2,041,558.38

EXCLUSIVE OF ENGINEERING: $ 1,891,870.72

ENGINEERING AUTHORIZATION: $ 149,687.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,891,870.72

ENGINEERING COST TO DATE: $ 170,491.51

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 114 %

DATE PROJECT WAS COMPLETED: August 14, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	24.0	24.0			24.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED	24.0	24.0			24.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	59,000	71,000			1,300
TOTAL QUANTITIES CORRECTED TO DATE	50,500	76,000			1,074
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50,500	76,000			1,075
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on August 14, 1976. The semi-final estimate is being prepared and no further weekly reports will be submitted.

SIGNED Wm.H.Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8222

OREGON STATE
HIGHWAY DIVISION

July [illegible], 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222, [illegible]

We received your safekeeping receipt 150219 covering TCD 25661, $386,000. This renews TCD's 251341, [illegible] and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/5	[illegible]
Clackamas SD #28, 176/80	[illegible]
Salem Hts. Water Dist., 265/67	[illegible]
Alto Park Water, 22/3	[illegible]

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD [illegible] that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

✓
bc: CW Head
R. Church
C. Barrett

F 123

8222

82221

Form 81-734-1166

1-P

1

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8222

Order No. 4

Section Seven Oaks-SAshland Interchange

Date July 12, 1976

Highway Pacific

F.A.P. No. I-5-1(86)12 ~~I5-1(86)12~~

County Jackson

Prefix 615-1063 Account No. 259-04

Description of Work To Be Done:

Remove two inches of base rock from shoulders and install two inches of asphalt concrete surfacing.

Location by Station Numbers:

Approximately RFR 10+20 to 13+00

Estimate of Quantities and Costs:

ESTIMATE FURNISHED BY DISTRICT ENGINEER

LABOR	$150
EQUIPMENT	$ 50
MATERIALS	$200
TOTAL	$400

Explanation: This frontage road has reversing curves of 65' and 110' radii. The public is cutting the corner onto the four foot rock shoulder, covering the pavement with rock and making it hazardous. This will widen paving on the inside of the curves to stop this problem.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $2,041,558.38

Present estimate of project cost, including $400.00 for work under this order $2,041,558.38

Expected under-run over-run (amount) $0

Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Wm H Maude Wm. H. Maude
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Dist 8

DC
8-10-76

Approval Recommended: For
Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

R+EPJ
7

SP*73602-734

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

8222

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150212

Branch McMinnville No. 17

DATE June 15, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

unds in this
ertificate
to be released
to J. C.
ompton Co.
nly pon
ritten notice
to disburse
rom Oregon
tate Highway
ivision

$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621)
in lieu of retainage for

job #8146	$21,000
Job #8059/60	$192,000
Job #8199	$55,000
Job #8222	$39,000
Job #8236	$30,000

RECEIVED
JUN 18 1976
CONTRACT ACCOUNTING

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-888 7/72

Customer Copy

8222)

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracte 8059/60, 8146 & 8222

Please return the following City of Eugene G.O. bonds, due 6-1-76, to the contractor, J.C. Compton Co.

Safekeeping Rect.	Amount	Contract
1596	$50,000	8059/60
1597	35,000	8146
1610	6,000	8222
1616	12,000	8146
2017	8,000	8059/60
2018	2,000	8222

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

RECEIVED
[illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#8222

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

We confirm receipt of your safekeeping receipt 150202 covering Tri-City Sanitary Dist. bonds $100,000.

We are returning receipt 150203, covering TCD 251303, $23,000. Please change and reissue this receipt as follows:
replace "in lieu of retainage for jot 8146, $10,000" to "in lieu of retainage for job 8059/60, $8,000 and job 8222, $2,000."

This is necessary to cover the amounts being returned on City of Eugene bonds held by the State Treasurer.

Your letter failed to note $10,000 in bonds being returned to J.C. Compton on your safekeeping receipt 146041. Without your notification, we can only assume that you still hold these bonds. Please confirm the disposition of the bonds.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton
bc: C.W. Head
R. Church
C. Barrett

Re: JC Compton Contracts 8059/60, 8146, 8222

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150203

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ________
☐ CR. SVNG. Acc't ________
☐ Remit ________

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$23,000.00 5% U. S. Bank Savings Certificate No. 00 251303 dtd 6/4/76 due 7/6/76 n/o J. C. Compton Company endorsed by J. C. Compton Company
in lieu of retainage for job #8146-$10,000.00
in lieu of retainage for job #8222-$13,000.00

Funds in the certificate to be released to J.CCompton Company only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

Returned to Bank

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150202

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ________
☐ CR. SVNG. Acc't ________
☐ Remit ________

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
Funds in th6½% Nos. 186/95 w/8/76 & s.c.a. due 2/1/95
certifi- $47,000.00 in lieu of retainage for job # 8146
cates to $ 3,000.00 in lieu of retainage for job #8222
be releas- $50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
ed to J. due 2/1/96 6½% w 8/76 & s.c.a
C. Compton in lieu of retainage for job # 8060
Co. only upon written notice to disburse from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-860 7/75

Customer Copy

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

June 4, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150202 covering $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/95 6½% Nos. 186/95 with 8/1/76 and s.c.a. representing retainage for $47,000.00 job # 8146 and $3,000.00 job # 8222.

Also represented on this receipt # 150202 is $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/96 6½% with 8/1/76 and s.c.a. representing retainage for $50,000.00 job #8060.

Also enclosed is our safekeeping receipt #150203 covering $23,000.00 U. S. Bank Savings Certificate No. 00 251303 dated 6/4/76 due 7/6/76 name of J. C. Compton Company representing retainage for $10,000.00 job #8146 and $13,000.00 job #8222.

These funds replace Oregon State Safekeeping ✓#1596-$50,000.00, ✓#1597-$35,000.00, #1616-$12,000.00✓ #1610-$6,000.00 and #1596-$10,000.00, with funds to be returned to J. C. Compton Company.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

bjm

PC: J. C. Compton Company

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton , Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of J. C. Compton, Co. Endosed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8222	10,000
8236	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-800 7/78

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150120

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton, Co.

State of Oregon County of Lincoln City of Newport 1976 Improvement Bond.
5.50% dated April 1, 1976 number 14/25 due April 1, 1978
number 26/37 due April 1, 1979, number 38/49 due April 1, 1980, number 50/
61 due April 1, 1981, number 62/73 due April 1, 1982,
5.30% number 74/86, due April 1, 1983.
in lieu of retainage for
job #8146

Total $73,000.00

Funds in the certificate to be released to J. C. Compton Co. only u
written notice to disburse from Or
gon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150122

Branch McMinnville No. 17

DATE May 14, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____________

☐ CR. SVNG. Acc't ____________

☐ Remit ____________

DEPOSITED BY J. C. Compton Co.

Funds in these cerfificates to be releas-ed to XXXXXXXX J. C. Compton Co. ly upon written notice to disburse from Ore. St. wy. Division

$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ct. of dep 5.0% #238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton Company endorsed by J. C. Compton Co.(renewal of cft. XXX #238482) Retainage for $50,000 job XXX#8059/60 $25,000 job #8236 X$25,000 job #8222

$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0% #238643 dtd May XX 14, 1976 due June 14, 1976 in name of J. C. COmpton Company endorsed by J. C. Compton co. (renewal of cft. #238483) Retainage $25,000 job #7860 XXXXXXX $35,000 job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-088 7/72

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8109 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J C Bandonis Jr

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-1(86)12

STATE PROJECT NO. Seven Oaks - S. Ashland Intch.

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-820

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 5-7-75

DATE AUTHORIZATION EFFECTIVE 3-22-76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:

I-5 2.4 miles north of Central Point South 24.0 miles

GENERAL DESCRIPTION OF WORK:

Move illumination wires on various interchanges and off ramps thru-out project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 4-19-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 2 in the estimated amount of $400 - Federal Funds $370.

DATE 5-6-76

SIGNATURE OF APPROVING OFFICIAL G. [illegible] Greener

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*79802-734

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #14607 for $125,000.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

96+97

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE April 22, 1976

For the Account of • Oregon State Highway Division

96

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sea #504/23 for $5,000 each

Retainage for	$70,000	job #8146
	30,000	#8236

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

Branch Record Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

97

DATE April 22, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

Retainage for	$19,000	job #8059
	19,000	#8060
	8,000	#8199
	4,000	#8222

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

7/73

Branch Record Copy

8222

1

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co. ✓

UNITED STATES NATIONAL BAN

April 12, 1976

H

Finance Branch Re: J. C. Compton Co.
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146120

Branch McMinnville No. 17

DATE April 9, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

94

DEPOSITED BY J. C. Compton Co.

PHOTOCOPY

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#238482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8236 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206044)
Retainage $25,000 job #7860 $35,000 job #8199

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-869 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146121

Branch McMinnville No. 17

DATE April 9, 1976

DISPOSITION OF PROCEEDS

For The Account of • Oregon State Highway Division

PHOTOCOPY

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#238478 dtd 3-30-76 due 4-29-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. XXXXXXXXXX (reissue of #4 213844)
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

869 7/72

Customer Copy

8222

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

US BANK

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146114

RECEIVED
[illegible]

Branch McMinnville No. 17

DATE 3-26-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for

job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-888 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146116

Branch McMinnville No. 17

DATE 3-30-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76 due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
55,000	8146			
10,000	8222			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

8222

1

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146086, covering the following securities deposited in lieu of retainage on contract 8222:

$5,000, Clackamas School Dist. #28 Bldg. bonds # 176/80
$3,000, Salem Heights Water Dist. bond # 265/67
$2,000, Alto Park Water Dist. bond # 22/3

The State Treasurer's office has advised us that the latter two bond issues are acceptable. Please advise as to maturity dates of bonds used in lieu of retainage in the future; this aids us in identifiying the exact issue.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: C. W. Head
J. Bond
Church
Barrett
File Copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

7- 146086

Branch McMinnville No. 17

RECEIVED
FEB 17 1976
CONTRACT ACCOUNTING

DATE 2/12/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____
☐ CR. SVNG. Acc't ____
☐ Remit ____

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$5,000.00 St. of Or. Co. of Clackamas S/D #28 Bldg. Bond Nos. 176/80 w/7/1/76 cpn. attached

$3,000.00 Salem Heights Water District Bond Nos. 265/67 2 7/1/76 cpn. attached

$2,000.00 St. of Or. Co. of Multnomah Alto Park Water Dist. bond Nos. 22/3 w 7/1/76 cpn. attached

In lieu of Retainage for job # 8222

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse drom Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

Feb. 25, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Attention: Janice Peterson

Gentlemen:

In accordance with Mr. Bandonis' conversation with Janice Peterson today, it is our understanding you will accept our safekeeping receipt #146086 which we are enclosing herewith.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8222

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

Form 81-734-3122

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. BArrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

RECEIVED
FEB 2 - 1976
CONTRACT ACCOUNTING

DATE 2-19-76

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certificat
to be released to J. C.
Compton Co. only upon
written notice to disburs
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat[illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8222

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy Mathews
Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

For The
Account of

NATIONAL

146095
2-26-76

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146095

Branch McMinnville No. 17

DATE 2-26-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregn State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959)
endorsed by J. C. Compton Co.
$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of $4 205959)
endorsed by J. C. Compton Co.
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in these certificates to be
released to J. C. Compton Co.
only upon written notice to disbur
from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-268 7/72

Customer Copy

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 18, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton
Contracts 8146, 8222, 8236

We regret that we cannot accept the following securities deposited in lieu of retainage on our contract with J. C. Compton Co., since they are not general obligation bonds of a political subdivision of the State of Oregon:

1) Port of Portland (Airport Revenue Bds B 1298/1313, $80,000 safekeeping receipt 146085
2) Salem Hts Water Dist., Bonds 265/67 $3,000, safekeeping receipt 146086
3) Alto Park Water Dis., Bonds 22/3, $2,000, safekeeping receipt 146086

We will accept the following bonds deposited in lieu of retainage on contract 8222:

$9,000, Hermiston General Water Bonds 60/68 (Safekeeping Receipt 146087)

$2,000, City of Yamhill G. O. Improvement Bonds 31/34, (Safekeeping Receipt 146087)

$5,000, Clackamas S/D #28 Bldg. Bd. No's. 176/80, (Safekeeping Receipt 146086)

Please reissue Safekeeping Receipt 146086, showing only the Clackamas School District bonds, or issue a new receipt for the bonds.

Please supply us with the maturity dates of any bonds deposited in lieu of retainage by Compton in the future. The safekeeping receipts for the unacceptable bonds are enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: J. C. Compton Co.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146087

RECEIVED
FEB 17 1976
CONTRACT ACCOUNTING

Branch McMinnville No. 17

DATE 2/12/76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$9,000.00 St. of Or. Co. of Umatilla City of Hermiston Generla Water Bond Nos. 60/68 w/3/1/76 & s.c.a.

$2,000.00 St. of Or. Co. of Yamhill City of Yamhill General Obligation Improvement Bond Nos. 31/34 w/4/1/76 cpn. attached

In lieu of
Retainage for job # 8222
Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back her[illegible] hereof, are hereby assented to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-265 2/73

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

February 16, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Enclosed herewith our safekeeping receipt #146085 covering $50,000.00 Port of Portland Bonds in lieu of retainage for job #8236, $30,000.00 Port of Portland Bonds in lieu of retainage for job #8146. Also enclosed safekeeping receipt #146087 covering $9,000.00 City of Hermiston Bonds and $2,000.00 City of Yamhill Bonds in lieu of retainage for job #8222. Also enclosed safekeeping receipt #146086 covering $5,000.00 Clackamas School District , $3,000.00 Salem Heights Water Dist. Bonds, $2,000.00 Multnomah Alto Park Water District Bonds in lieu of retainage for job #8222.

Very truly yours,

Peggy J. Mathews
General Loan Officer

bjm

Encls

McMINNVILLE BRANCH
[illegible] 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8222

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

1859

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File copy

[illegible]
[illegible] HEAD

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy Mathews
Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146074

Branch McMinnville No. 2017

For The Account of • Oregon State Highway Division

DATE 1-20-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for

job #8146 $29,000 8146 $14,500 8059 $21,000

#8222 1,500 8030 29,000 8236 5,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-208 7/72

Customer Copy

8222

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1976

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention Allen Hay

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts No. 2018 in the amount of $2,000.00 and No. 2017 in the amount of $8,000.00 both dated January 15, 1976.

This transfers from Contract No. 8172 to Contract No. 8222 and 8059/8060. State Treasurer's Safekeeping Receipt No. 1595 is being cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosure

cc: State Highway Division; Attn. Janice Peterson

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2017

Received for Account of J.C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date January 15, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds		Part		12/	1	75	$ 8,000.00
Due 6/1/76							
Dated 6/1/69 5%							
Dean Witter & Co. Due Bill No. 0549							
Bond No. 123/124 (2) @ 5,000. each							$ 8,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by

Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2018

Received for Account of J. C. Compton Company
P. O. Box 86

Address McMinnville, Oregon 97128

Date January 15, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S C A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%				12	1	75	$ 2,000.0
Dean Witter & Co. Due Bill No. 0569							
Bond No. 123/124 (2) @ $5,000. each							
							2,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by

Deputy Cashier

James Redden

State Treasurer

SPECIAL INSTRUCTIONS

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton
Contracts 8172, 8146

Please transfer $10,000 in bonds currently deposited in lieu of retainage on contract 8172 (Safekeeping Receipt 1595) to contracts 8059/60 ($8,000) and 8222 ($2,000). This transfer will permit the release to the contractor of $3,500 in matured bonds on contract 8222 (Safekeeping Receipt 1611) and $8,000 in bonds on contracts 8059/60 (Safekeeping Receipts 1612 and 1613).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734 3122

8222

1

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: J. Bond C. W. Head
C. Barrett R. Church

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for	$32,000	job #8059/60 37
	15,000	8236
	70,000	8146
	8,000	8199

funds in this certificate to be released
to J. C. Compton Co. only upon written
notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-368 7/73

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146069

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909)
Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922)
Retainage for $50,000 job #8059/60
$25,000 job # 8236 $25,000 job #8222

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the [illegible] mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed [illegible] hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-288 7/78

Customer Copy

8222 1

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Please note that $16,000 deposited in lieu of retainage on contract 8172 should be transferred to contract 8222 ($1,500) and contract 8146 ($14,500). The security involved is TCD 4 206008 (Safekeeping Receipt 146064).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: C. W. Head R. Church
J. Bond C. Barrett

7 - 2

45

Adele Egan
Right of Way Branch

December 16, 1975

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 552

Attached are two copies of an agreement with Talent Irrigation District covering the reconstruction of the District's irrigation facilities on the Seven Oaks-South Ashland Interchange Section of the Pacific Highway in Jackson County.

We have retained the original for the Transportation Commission's files and it is our understanding that you will transmit a copy to the District.

fkn
Atts.

7222

**OREGON STATE
HIGHWAY DIVISION**
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146041, $110,000, to be used in lieu of retainage on our contracts with J. C. Compton Company as follows:

Contract	Amount
8030	$50,000
8059/60	30,000
8146	20,000
8222	10,000

We are also notifying the State Treasurer to return certificate of deposit 195851, $20,000, to you. (OST safekeeping receipt 1574) There is no increase in the amount deposited for contract 8146.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: J. Bond
C. Head
R. Church
C. Barrett
File Copy

Form 81-734-3122

US BANK

UNITED STATES NATIONAL BANK OF OREGON

Nov. 26, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146041 covering $10,000 City of Eugene bonds and U. S. National Bank time certificate of deposit #4 205959. Please return time certificate #195851 to us.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146041

6

Branch McMinnville No. 17

DATE Nov. 26, 1975

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$10,000 City of Eugene 5% Gen. Obligation 10th & Oak Overpark Bancroft Improvement Bond dtd 6-1-69 due 6-1-76 #125/6 with 12-1-75 and sca in lieu of retainage job #8222

$100,000 5.875% nonnegotiable time cft. of dep. #4 205959 dtd 11-26-75 due 2-24-76 in name of J. C. Compton Co.

in lieu of retainage for
$50,000 contract #8030
30,000 8060
20,000 8146

Funds in these bonds and certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

3222

I-5

Salem, Oregon
October 28, 1975

Frank E. Terpin
Final Design Engineer F.E.P.

J. X. Wilson
Region 3 Construction Engineer

Seven Oaks-South Ashland Intchg.
Pacific Highway
Jackson County

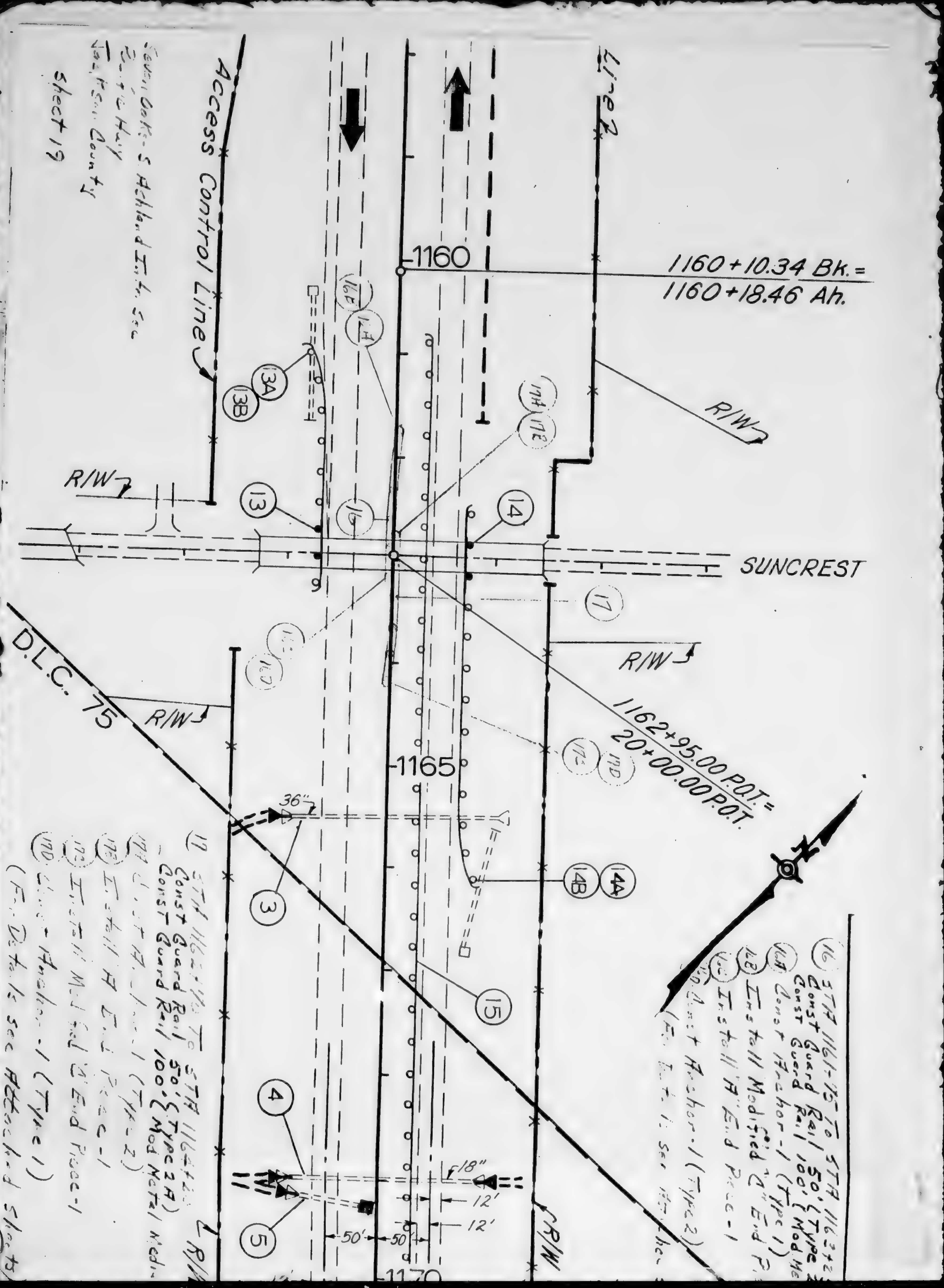
The enclosed plan, typical section and construction notes are the proposal for column protection at Suncrest Road Undercrossing as discussed with you by phone on Monday, October 27, 1975.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 30 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

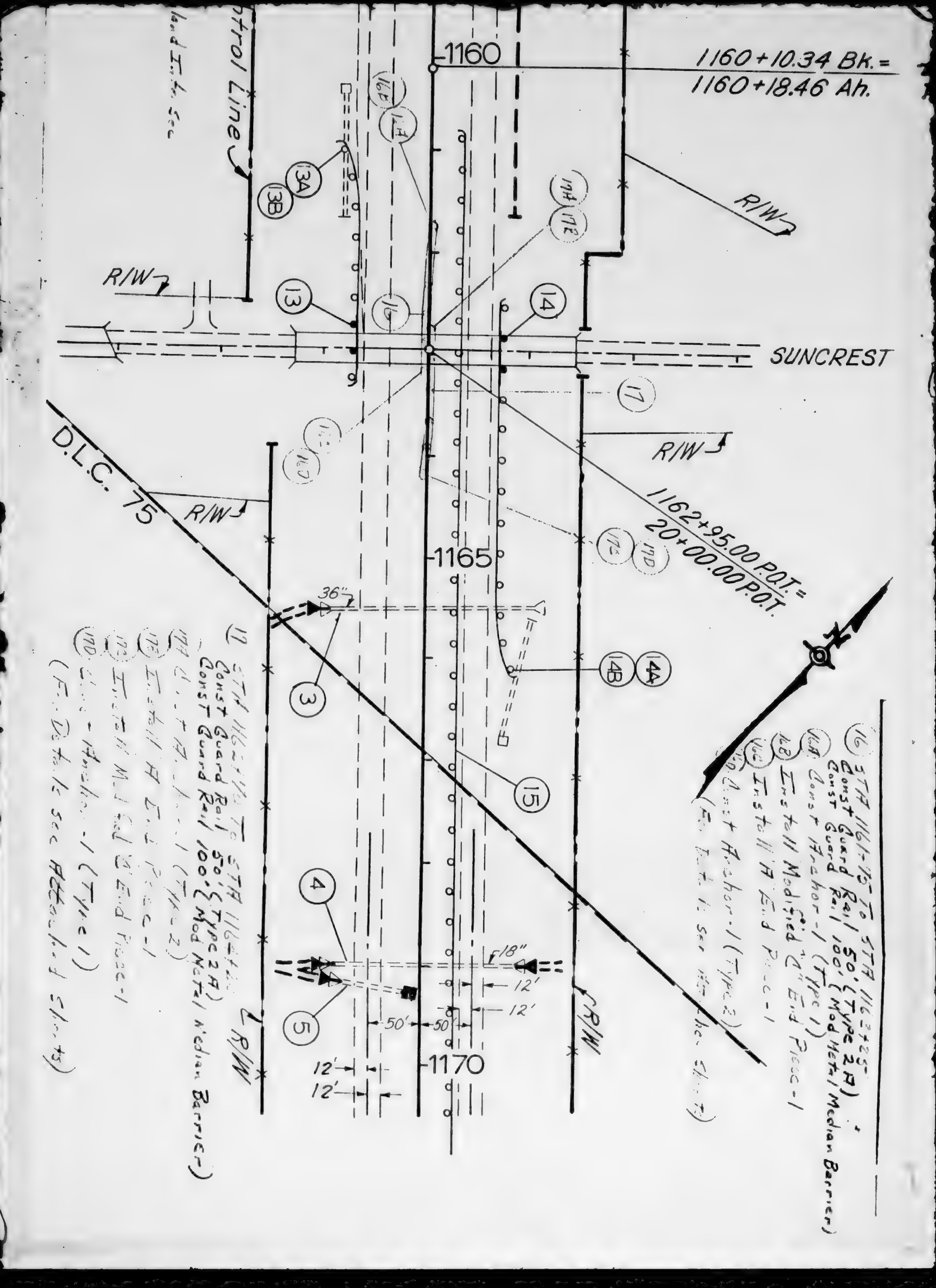
LKW:jh
Enclosures



Seven Oaks-S. Ashland In. Sec
Pacific Hwy
Jackson County
Sheet 19

(17) STA 1162+75 To STA 1164+42
Const Guard Rail 50' (Type 2A)
Const Guard Rail 100' (Mod Metal Median
(17A) Const Anchor-1 (Type 2)
(17B) Install A End Piece-1
(17C) Install Modified (A) End Piece-1
(17D) Const Anchor-1 (Type 1)
(F. Details See Attached Sheets

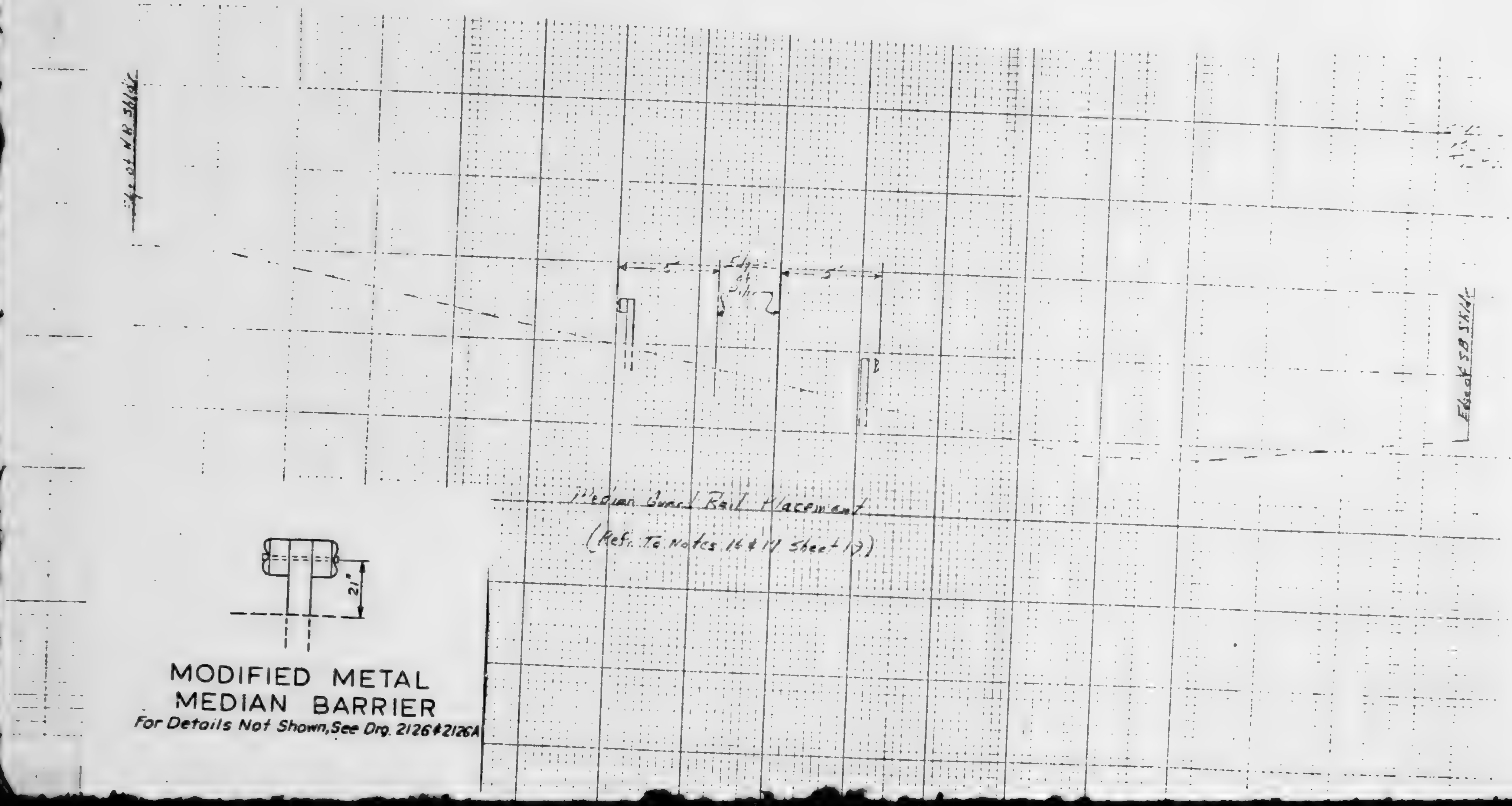
(16) STA 1161+75 To STA 1162+72
Const Guard Rail 50' (Type
Const Guard Rail 100' (Mod Me
(16A) Const Anchor-1 (Type 1)
(16B) Install Modified "A" End P
(16C) Install "A" End Piece-1
(16D) Const Anchor-1 (Type 2)
(F. Details See Attached She



(17) STA 1162+15 To STA 1162+4…
Const Guard Rail 50' (Type 2A)
Const Guard Rail 100' (Mod Metal Median Barrier)
(17A) Const Anchor-1 (Type 2)
(17B) Install A End Piece-1
(17C) Install Mod (4") End Piece-1
(17D) Const Anchor-1 (Type 1)
(For Details see Attached Sheets)

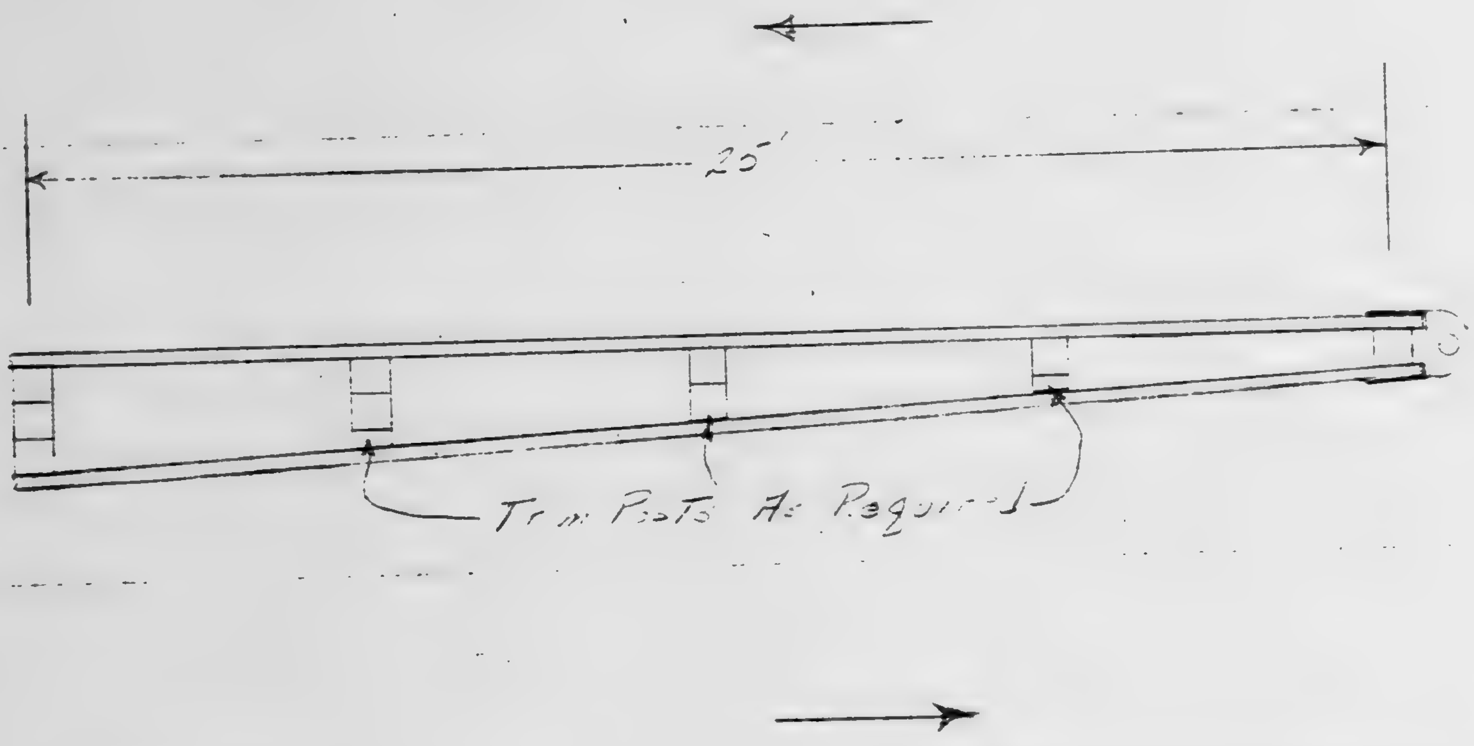
(16) STA 1161+75 To STA 1162+25
Const Guard Rail 50' (Type 2A)
Const Guard Rail 100' (Mod Metal Median Barrier)
(16A) Const Anchor-1 (Type 1)
(16B) Install Modified (4") End Piece-1
(16C) Install A End Piece-1
(16D) Const Anchor-1 (Type 2)
(For Details see Attached Sheets)

Seven Oaks - S. Ashland Inter. Sec
Pacific Hwy
Jackson County



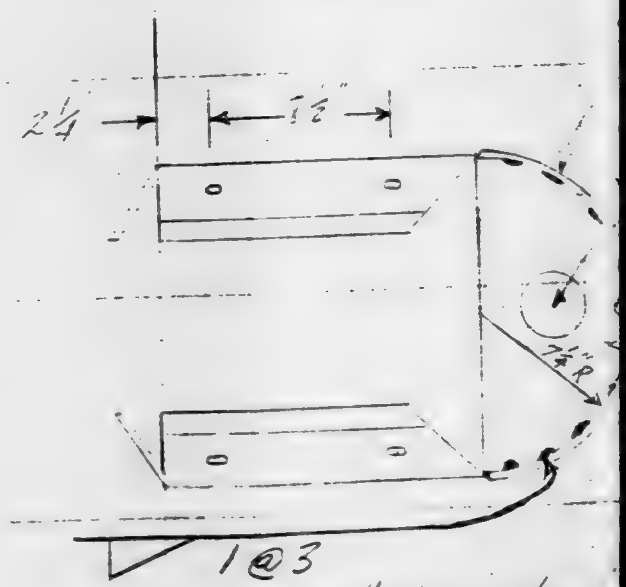
Median Guard Rail Placement
(Ref. To Notes 16 & 17 Sheet 17)

MODIFIED METAL
MEDIAN BARRIER
For Details Not Shown, See Drg. 2126 & 2126A



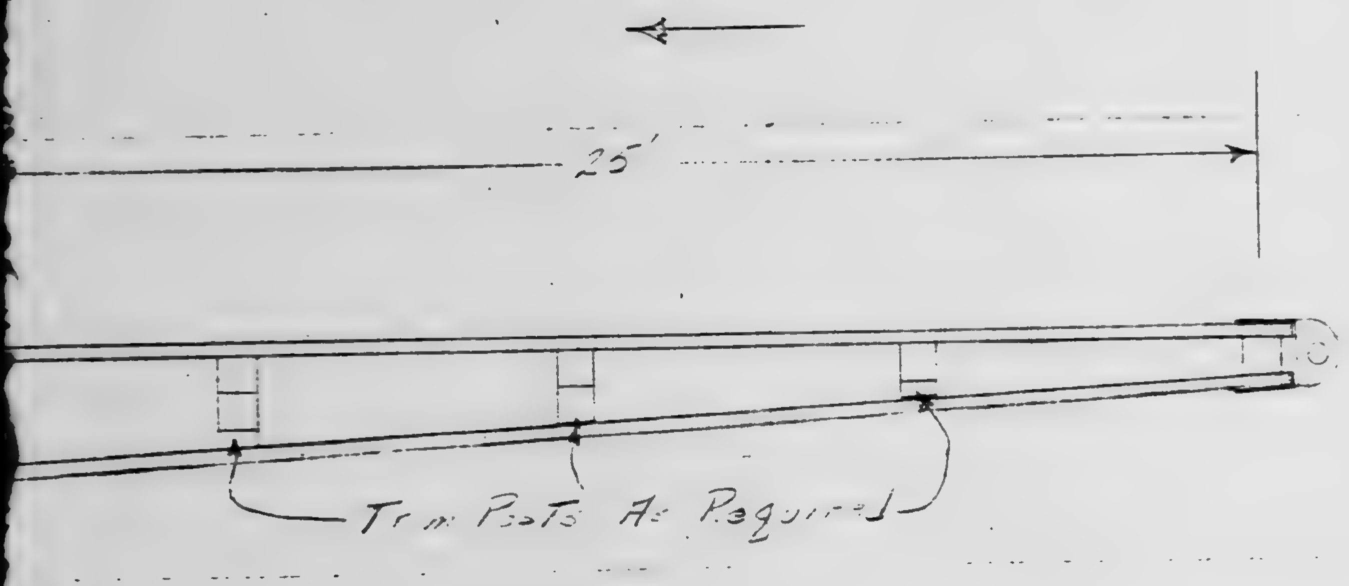
Taper For Modified "C" End Piece

Shield Thk. 3/
Arc Length 20 (1/4" To

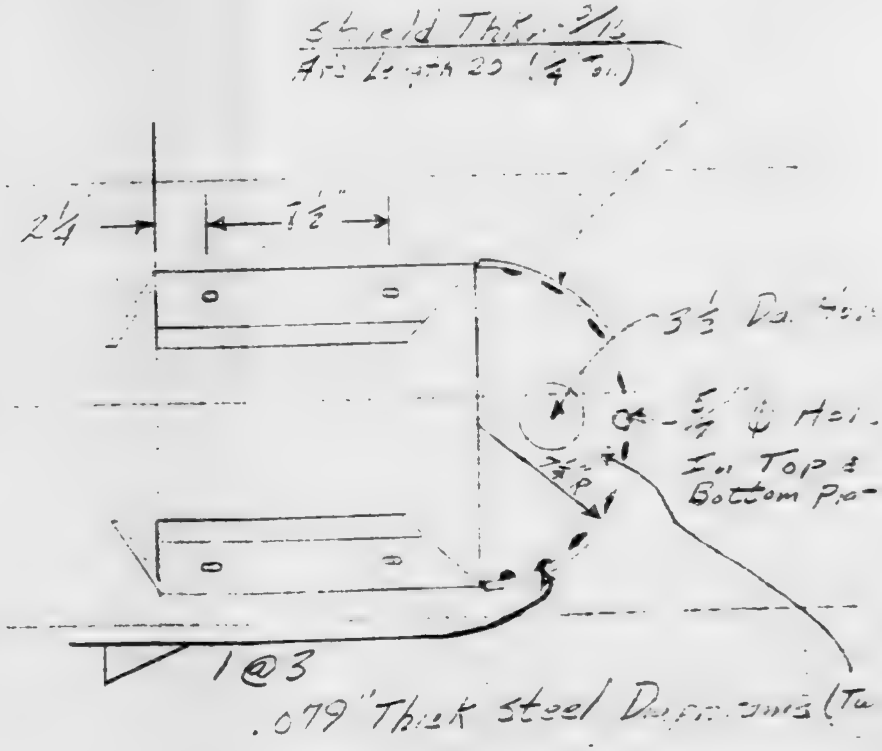


.079" Thick steel

Modified "C" End Piece



Taper For Modified "C" End Piece



Modified "C" End Piece

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt 146016 for TCD #4 195922, $100,000, to be used as deposits in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8059/60	$50,000
8222	25,000
8236	25,000

We have asked the State Treasurer to return the bonds held on contracts 8059 and 8060 (Safekeeping Receipts 1454 and 1455, $50,000) to the J. C. Compton Co.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

US BANK
UNITED STATES NATIONAL BANK OF OREGON

Oct. 9, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146016 covering a U. S. National Bank time certificate of deposit #4 195922. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1454 and #1455.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

Phoned S/ Treas. 10/10
to release
Write Letter

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146016

Branch McMinnville No. 017

DATE 10-8-75

The
count of

(Deposited By)
(J. C. Compton Co.)

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY

$100,000.00 U. S. National Bank of Oregon 6.750% nonnegotiable time cft. of dep. #4 195922 dtd 10-8-75 due 1-6-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

This receipt provides retainage for

$50,000	Job #8059/60
$25,000	#8236
$25,000	#8222

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

13-263 7/72

Customer Copy

82277

75

bc: C. W. Head
J. Bond
R. Church
C. Barrett

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

36,714.63

We have received your safekeeping receipt 146007 covering City of Lake Oswego G. O. bonds, ~~$35,0~~00, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds -----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds -----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds -----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)	
$25,000	U.S.Bank Time Certificate of Deposit	Job #~~7860~~ 8059+8060
35,000	U.S.Bank Time Certificate of Deposit	Job #8199
$60,000	(covered under our S/K Receipt #146008)	

Very truly yours,

James D. Cline
James D. Cline
Vice President and Manager

RECEIVED
OCT 1 1975
Contract Acctg.

Encl.

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146007

DATE 9-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

State of Oregon
Department of Transportation

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975,Nos. 2 thru 8,@7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75,due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146,$2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-269 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

~~U. S. Bank~~

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

J. D. Compton Co.

$60,000.00	5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 Payable to/and assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75.

(In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-268 7/72

Customer Copy

14

8222

12

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

6
3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

2

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1611

Received for Account of J. C. Compton Company
P. O. Box 86

Date August 15, 1975

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black & Co. Inc. dated August 6, 1975 Malheur County S. D. Bonds School District No. 266 due 1-1-76 3.25%	139/145	7	500.00				$3,500.00
							$3,500.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1610

Received for Account of J. C. Compton Company
P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black & Co. Inc. dated August 6, 1975 Eugene Oregon G. O. Bonds due 6-1-76 3.70% Bond Nos.	650/655	6	1,000				$6,000.00
							$6,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by

Emily Rohde

~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

James A. Redden

State Treasurer

#151

Int.

Salem, Oregon
May 27, 1975

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

Alfred Shirley
Region 3 Engineer

Seven Oaks-S. Ashland Intchg. Sec.
Pacific Highway
Jackson County

The plans call for the extension of a box culvert and the construction of an outfall channel at Fern Valley Road Interchange - Note 11 on Plan Sheet No. 16.

A removal/fill permit is being acquired from the Division of State Lands for this work but the special conditions did not arrive in time to be put in the special provisions. A preliminary copy of these special conditions is attached for your information. Your attention is called to Item No. 2 which lists dates when no operation of equipment may be done in the active flowing stream. By taking bids on May 29, however, it seems the work in this area could be completed between June 15 and October 31.

If you have any questions, please call. The actual permit will be sent to you soon after the contract is awarded.

DLT:jh
Attachment

5-15-75

FROM DIVISION OF STATE LANDS

N Trib. of Bear Creek
Jackson County
Highway Job No. 151

Seven Oaks-S. Ashland Int.
Pacific Highway

PRELIMINARY
ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1983

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.
2. There shall be no operation of equipment in the active flowing stream between October 31 and June 15.
3. The stream shall not be diverted from the natural bed.
4. At the project's completion, the stream shall be returned to the original channel.
5. Riprap may be required to prevent erosion of streambanks. If used, it shall be placed under these conditions:
    a. Only clean, erosion resistant rock from an upland source shall be used as riprap.
    b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.
    c. The completed revetment shall have a slope no steeper than 1½:1.
6. Waste materials and spoils shall be placed above the bankline.
7. Turbid waste waters from the project shall not be allowed to re-enter the waterway. This includes waste water from sump pumping.
8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes and shrubs.
9. All construction debris shall be removed from the channel on completion of the project.
10. No fresh concrete shall come in contact with the active flowing stream.
11. Inchannel work below the culvert shall be held to the absolute minimum.
12. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 21, 1975

8228

R

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-1(86)12

STATE PROJECT NO.
Seven Oakes-S. Ashland Int.

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐

PROGRAM NO.

ITEM NO.
1-820

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
Hunter

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
May 7, 1975	May 7, 1975	Interstate Route 5
		STATE ROUTE NUMBER
		Pacific Highway Route 1

GENERAL LOCATION:
I-5, 2.4 miles north of Central Point, South 24.0 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, sign, illumination and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Railroad Protective Services	$ 2,300
Temporary Erosion Control	5,000
On the Job Training	2,400

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate

Mr. Rulien's May 5, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith

5-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-13-75	C R Burghardt	for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

3000

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

I-5
CITY HALL
503-482-3211

City of Ashland
ASHLAND, OREGON
97520

May 9, 1975

RECEIVED

Mr. Gary Kennon
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Kennon:

We have reviewed the proposed Seven Oaks - S. Ashland Interchange project and make the following comments:

The City of Ashland desires to install a water main and a sanitary sewer main on the proposed "frontage road" at the S. Ashland interchange.

Because of the existing terrain it will be necessary to coordinate our construction with that of the contractor as the subgrade is established and drainage ditches are piped.

Enclosed is a preliminary plan noting location of our proposed utilities.

We will be making application for utility easements as soon as we have our final design completed.

Very truly yours,

Allen A. Alsing
Director of Public Works

REFERRED TO
Beard Reed
W.E.C. [✓ Cole] Semple
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

A3/em

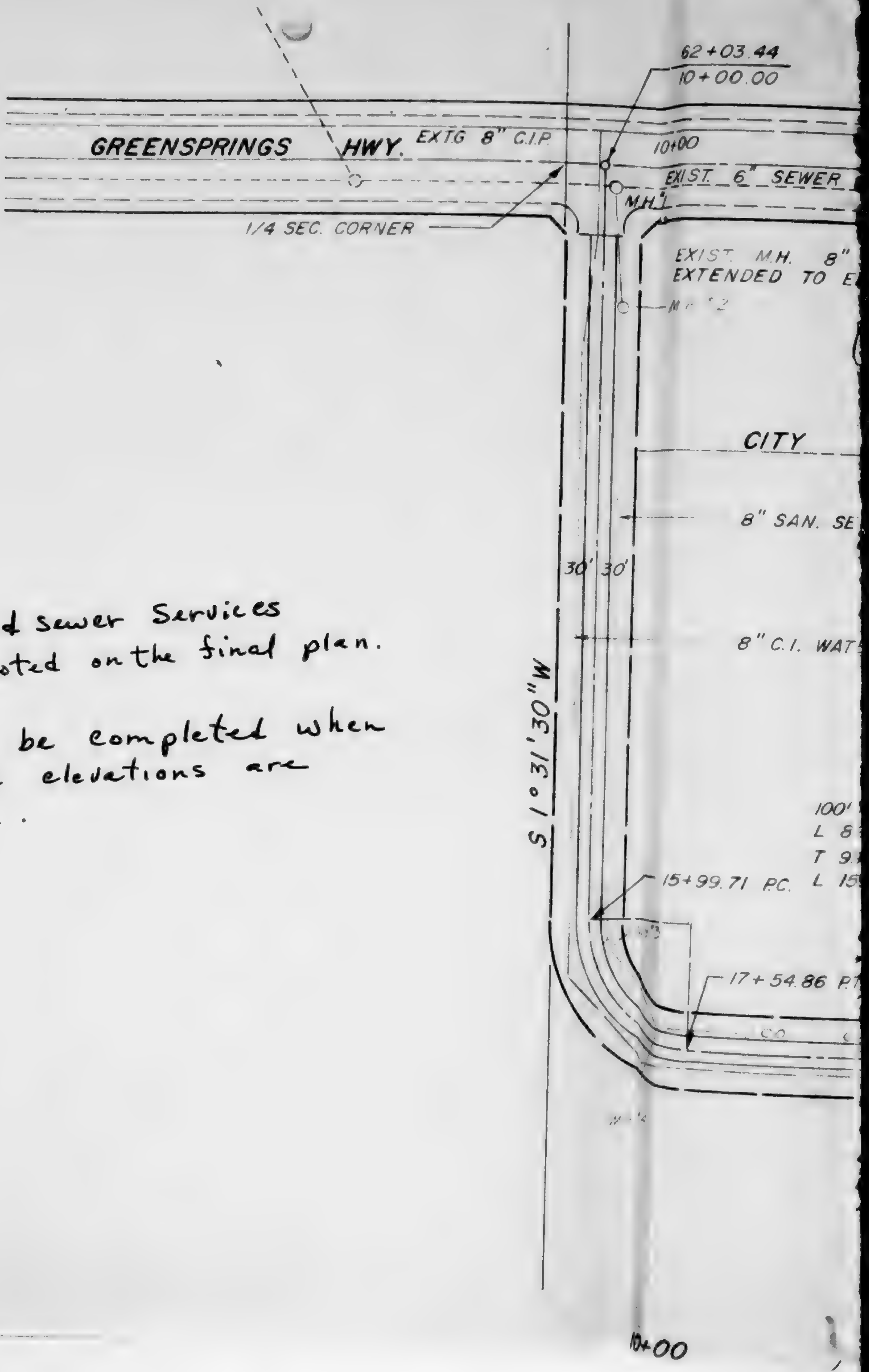
Enclosures

✓cc: J.E. Chidsey

NOTED
J. E. CHIDSEY

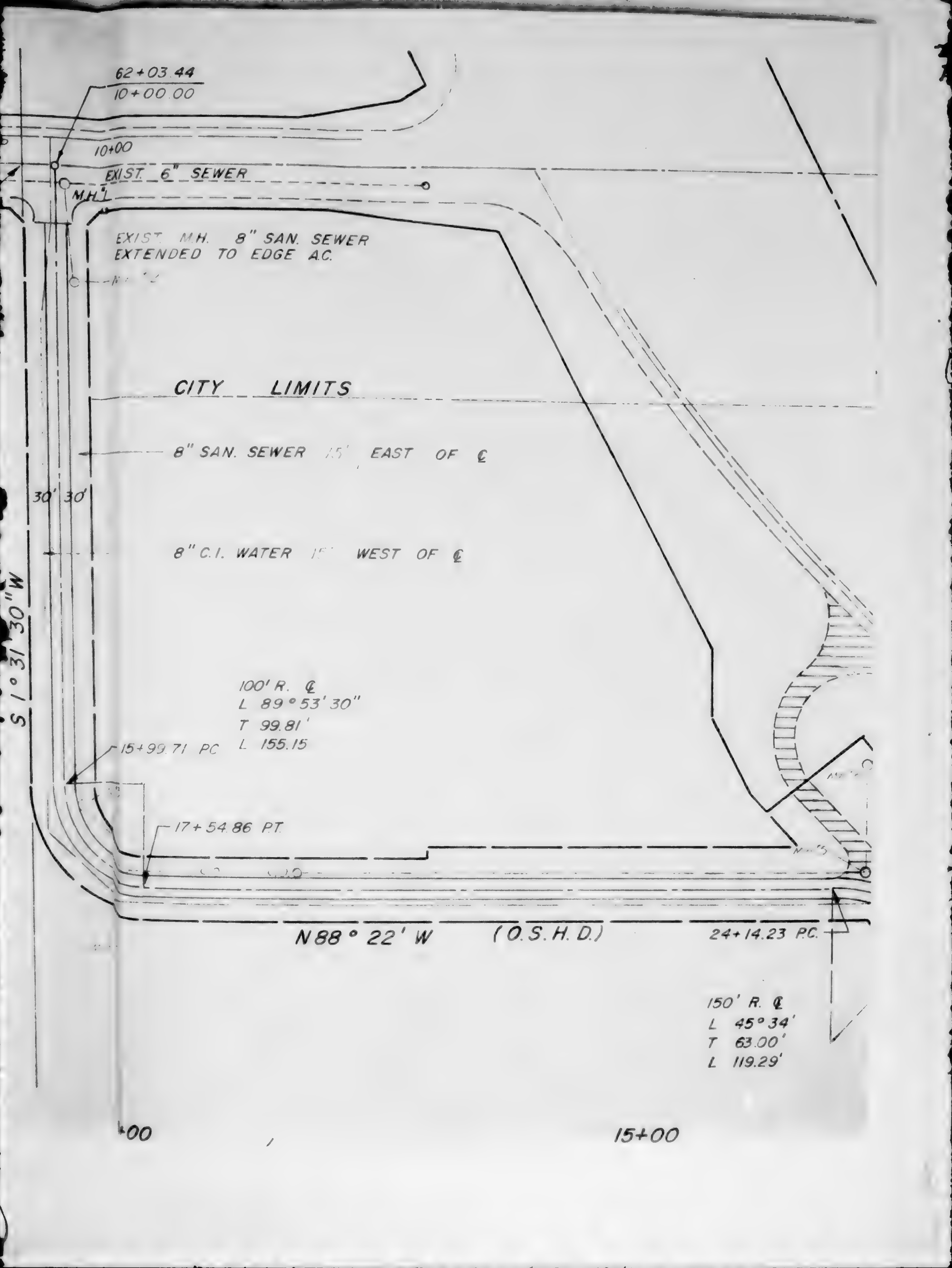
XC: Bill Cole w/Dwg 5-15-75
: C.G. Swenson "

NOTED
L. M. CARTWRIGHT

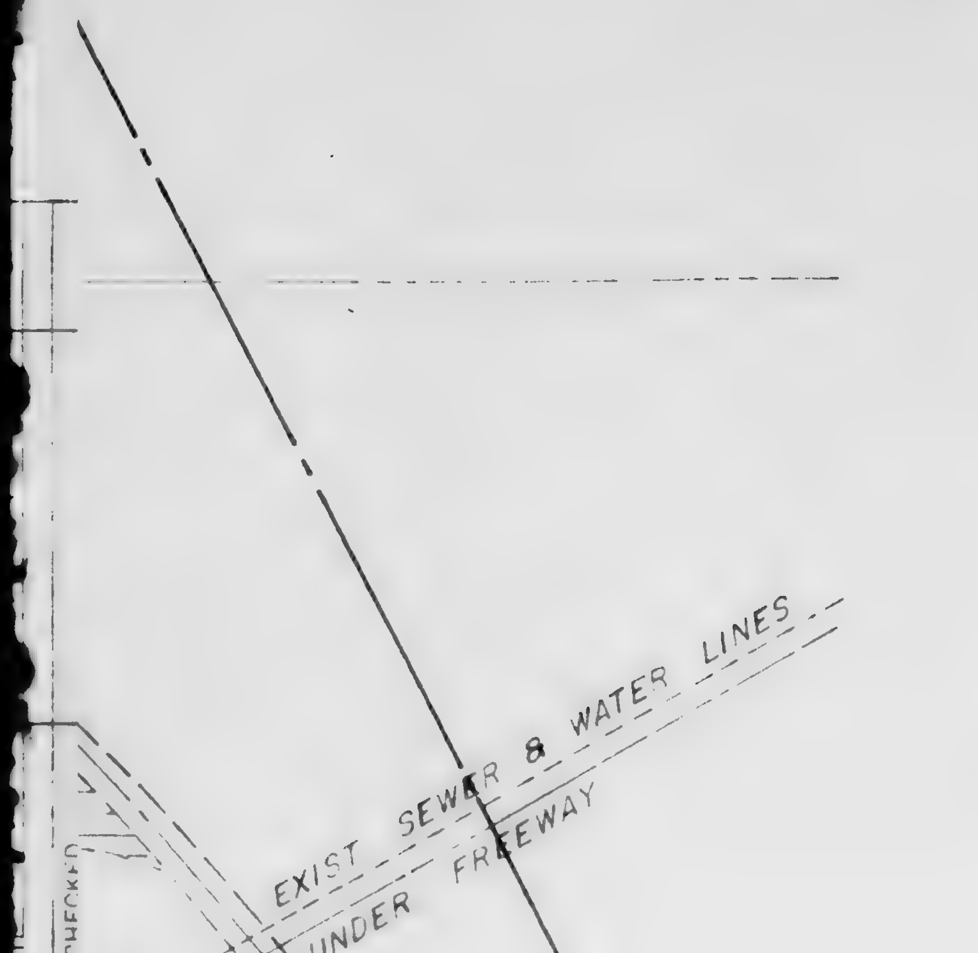


Water and sewer Services will be noted on the final plan.

Profile to be completed when drainage elevations are verified.


62+03.44
10+00.00
10+00
EXIST. 6" SEWER
M.H.
EXIST. M.H. 8" SAN. SEWER
EXTENDED TO EDGE A.C.
CITY LIMITS
8" SAN. SEWER 15' EAST OF ℄
30' 30'
8" C.I. WATER 15' WEST OF ℄
S 1° 31' 30" W
100' R. ℄
L 89° 53' 30"
T 99.81'
L 155.15
15+99.71 PC
17+54.86 PT.
N 88° 22' W
(O.S.H.D.)
24+14.23 P.C.
150' R. ℄
L 45° 34'
T 63.00'
L 119.29'
+00
15+00

PRELIMINARY



SCAL

25+00

PRELIMINARY

SCALE 1" = 20'

25+00

I5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 6, 1975

FILE: CON 5

Gary

FROM: GARY KENNEN
Regional Utility Engr.

TO: Jack Cartwright
Utility Office Engineer

SUBJECT: Seven Oaks-So. Ashland Interchange
Pacific Highway (I-5)
Jackson County

This is to inform you that the City of Ashland is interested in placing a water main and sanitary sewer along the "FR" line (Sheet 28 of the plans). A formal request is being prepared by the city and will probably ask for coordination and cooperation between our contractor and city forces. Perhaps potential bidders should be notified?

[illegible]

GK/cw

cc Earl Purdy
Wm. Maude

✓
T
3

RECEIVED
DESIGN SECTION

XC: Frank Terpin

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 29, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Seven Oaks-South Ashland
Interchange Section
Pacific Highway
Jackson County

The Seven Oaks-South Ashland Interchange Section on I-5 is a 24 mile guardrail, median barrier, signing, illumination and slope flattening project with an estimated cost of $2,980,000. This section of I-5 has P.C.C. pavement, a fairly high type of alignment and the 1973 average ADT was 15,000 vehicles. Cost breakdown of major items is as follows:

1.	Mobilization	$200,000
2.	Direction and Protection of Traffic	50,000
3.	Clearing and Removal	100,000
4.	Embankment in Place	300,000
5.	Aggregate in Shoulders	350,000
6.	Roadside Seeding	70,000
7.	Perforated Pipe and Backfill	230,000
8.	Drainage (Pipe and Culvert Extension)	160,000
9.	Surfacing	90,000
10.	Guardrail and Anchors	540,000
11.	Concrete Median Barrier	290,000
12.	Signs	90,000
13.	Illumination	110,000
14.	Engineering and Contingencies	370,000

Items 1 and 2 in the amount of $250,000 are a function of the size of the project and the anticipated traffic interference.

Item 3. Clearing and Removal in the amount of $100,000 is related to the guardrail work, culvert work and new ramp construction at Fern Hill Interchange and Green Springs Interchange.

Item 4. Embankment in Place in the amount of $300,000 is to provide for 6:1 slopes and embankment at guardrail ends. Justification is vehicle recovery area, a reduction in accident severity in run-off-the-road vehicle accidents, minimum maintenance benefits and the elimination of a small amount of guardrail.

File.

Item 5. Aggregate in Shoulders in the amount of $350,000 is to provide 6:1 slopes and surfacing at the guardrail installation. Justification is vehicle recovery area, reduction in the severity in the run-off-the-road accidents, surfacing at guardrail terminal installations and minor maintenance benefits.

Item 6. Roadside Seeding in the amount of $70,000 is for erosion control in the embankment areas and for ramp construction.

Item 7. Perforated Pipe and Backfill in the amount of $230,000 provides for the filling of some high hazard roadside ditches, minimum drainage work and for slope flattening purposes. Justification is increased vehicle recovery area, a reduction in accident severity and a reduction in maintenance costs.

Item 8. Drainage (Pipe and Culvert Extension) in the amount of $160,000. Justification is the elimination of roadside hazards and a reduction in maintenance.

Item 9. Surfacing in the amount of $100,000 is for ramp construction and surfacing at guardrail terminals. Justification is safety and reduced maintenance.

Item 10. Guardrail and Anchors in the amount of $540,000 for the upgrading of the existing guardrail system. Justification is the elimination of some roadside hazards and a reduction of accident severity.

Item 11. Concrete Median Barrier in the amount of $290,000 is fully justified based on present knowledge on accident severity reduction and maintenance costs.

Item 12. Signs in the amount of $90,000 is fully justified based on providing better information to the motorist and a reduction in accident severity at sign locations.

Item 13. Illumination in the amount of $110,000. Breakaway luminaire bases fully justifies the expenditures by a reduction in accident severity.

Item 14. Engineering and Contingencies, etc., in the amount of $370,000 can only be justified by the improved safety to the highway user.

Item 15. The construction of the new ramp connections at the Fern Hill Interchange and the Green Springs Interchange are very desirable.

This section of I-5 is subject to icing of structures and to dense fogs at frequent intervals so run-off-the-road accidents are common. Therefore the elimination of roadside hazards and a forgiving recovery area does carry a high priority for this section of the interstate freeway. FHWA policies require the safety standards used to design this project. They strongly support the upgrading of existing highways to eliminate roadside hazards and offer maximum protection to the traveling public.

Safety projects of this type are labor intensive and provide for maximum employment. The economic impact of the 3 million dollar project in Jackson County would be very significant. A combination of this type of work and local weather conditions would permit nearly year around operation so this would tend to maximize the economic impacts on the area. This type of work does not demand a highly skilled force so local simi-skilled labor can be employed on this project.

After the completion of this project there will be little evidence to the causal observer that the overall safety of this section of the highway has been improved. There also may be public reaction to the expenditures of these funds where structural or alignment improvements are not readily evident.

All things considered it is my recommendation this project should be PS&E'd as a FAI project before the end of June with an anticipated contract letting in mid summer.

JHV:jh
cc: C. G. Swenson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 5-7

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-28-75
BY (Signature): L. W. Rulien's April 23, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1* ITEM NOS. ____ THRU ____
STAGE 2 ITEM NOS. 820 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
820	I-5-1(86)12	0.0	2,885,000	2,662,000	**Location** Seven Oakes-S. Ashland Interchange Section Jackson County State of Oregon **Work** Grade, drain sign, illumination and guardrail

RECEIVED
STATE HWY ENG.
APR 30 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that the project is a non-major action as set forth in FHPM 7-7-2 Para 10e.

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 30 1975
OFFICE OF

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-28-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-680

3222

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 25, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-5-1(-)
Seven Oakes-South Ashland Section
Salvage of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 17 letter we concur that it is in the public interest to salvage excess guardrail on the above section. We agree that a salvage value of $0.07 per pound for rail sections and related hardware, $1.05 per post and $0.30 per block is a satisfactory rate at which to credit the Federal-aid project for that guardrail removed but not reinstalled.

CR Burghardt
for G. L. Green

cc:
OSHD (Terpin)

NOTED
E. S. [illegible]

RECEIVED
STATE HWY ENGR
APR 29 '75

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

~~PRO 6-2~~

ROBERT W. STRAUB

April 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-1(86)12

We are submitting program data for one project, Item No. 320, Project No. I-5-1(86)12, "Seven Oaks-S. Ashland Interchange Section," which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 22, 1975.

Copies of the State Clearinghouse and District 8 Clearinghouse A-95 letters of approval were previously submitted with our request for location/design approval for S. Medford-S. Ashland Interchange Section which is the south unit of the proposed project.

Enc.
JG:pr

Budget Bureau No. 41-R2067; Approval
U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

LY TRANSACTION NO.

E SUBMITTED TO W.O. 4-23-75

REPORT NUMBER (19) 1 (20)

PROJECT LOCATION (45 typewriter spaces) 21 I-5, 2.4 mi. N. of Central Point, S. 24.0 mi. 65

ADT PRESENT 13,200 FUTURE 22,100 (66) (70) YEAR (71) 95 (72) REGION 10 STATE NAME Oregon STAT COD 41 (2)

CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., Sign, Illum, Grdrail. 62

NATL. FOREST (63)

FM ROUTE NO. ▨

SUPV AGCY ▨

DA CLASSIF. ▨

DA AREA ▨

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S) 14 I- 20
NUMBER 7 5-1
SEQ. N (8

COUNTY NAME Jackson CODE 029 (14) (16)

CLASS OF FEDERAL FUNDS Interstate

ROUTE NO. I FEDERAL-AID I-5 (22) STATE 1 (30)(37) U.S. I-5 (41)

NAME OF URBAN AREA Ashland & Medford

17-31

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(12-13)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
				PE		I-5, 2.4 mi. N. of Central Point, S. 24.0 mi.					
				ROW							
				CONST (CODE)(Safety) Y002 Y007 Y030 Y101 Y106		"Seven Oaks-S. Ashland Intchge. Sec."	0.0	2,885,000	2,662,000	223,000	
						PROJECT TOTALS	0.0	2,885,000	2,662,000	223,000	
								(10) (23)	(24) (33)		

Sa
of
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com
of
28

RO
Ac
Pa

CODE 1 14

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS Additional Data: Item Nos. 218, 244, 271, 641 & 734; Project Nos (30), (35), (37), (44), (76) & (83),

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-23-75

PROJECT LOCATION (45 typewriter spaces): I-5, 2.4 mi. N. of Central Point, S. 24.0 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	13,200	22,100	95	10	Oregon	41	042	820

OSED WORK (35 typewriter: ign, Illum, Grdrail.

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
I-	5-1	(86)	12	

UNDS: Interstate

COUNTY NAME: Jackson CODE 029

A: Ashland & Medford

ROUTE NO. I FEDERAL-AID I-5 STATE 1 U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, 2.4 mi. N. of Central Point, S. 24.0 mi.						Safety revisions of roadway slopes involving grading, minor drainage structures, guard-rail, median barrier signs, illumination and other items common to this type of project. Constr. 28' frontage roads.
ROW								
CONST (CODE)(Safety) Y002 Y007 Y030 Y101 Y106		"Seven Oaks-S. Ashland Intchge. Sec."	0.0	2,885,000	2,662,000	223,000		ROW - 300' normal; Access Control-Full; Parking Restrictions-Complete.
ARED BY		PROJECT TOTALS	0.0	2,885,000	2,662,000	223,000		

RAM APPROVAL DATES

REMARKS Additional Data: Item Nos. 183, 186C, 197, 218, 244, 271, 641 & 734; Project Nos. I-5-1(23), (29), (30), (35), (37), (44), (76) & (83), respectively.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

SEVEN OAKS-S. ASHLAND INTCHGE. SECTION

PROJECT NO. I-5-1(86)12

Remarks continued:

Project Data: The work under this project consists of safety revisions to bring to present Interstate standards (1) roadway slopes involving grading; (2) minor drainage structures; (3) guardrail; (4) median barrier; (5) signs; (6) highway lighting; (7) other items common to this type of project. Also, construct 28-foot frontage roads to revise SB on-ramps of the Fern Valley Road and Green Springs Highway Interchanges.

IM 50-1-70 Requirements:

(a) Seven Oaks-S. Medford Unit---Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements dated April 28, 1970 and December 1, 1970, respectively.

(b) S. Medford-S. Ashland Int. Unit---State Clearinghouse A-95 approval letter dated September 23, 1970. District 8 Clearinghouse certified that the project conforms to and is consistent with regional plans.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Seven Oaks-S. Medford Unit
   (1) Public Hearings----Not required under provisions of para. 6c.
   (2) Location/Design----Not a factor in the development of this project.

(b) S. Medford-S. Ashland Int. Unit
   (1) Public Hearings----Offered July 1, 1970 and July 8, 1970. Jackson County advised OSHD on July 30, 1970, that no requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S. was made April 18, 1975.
   (2) Location/Design----Approved by FHWA October 26, 1970.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7- on this project will be determined at PS & E stage and th ber stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" u the provisions of FHPM 6-8-2.1 as the work is for the corr of features identified as hazardous in the AASHTO report, way Design and Operational Practices Related to Safety."

(3) This project is in Congressional District No. 4.

SEVEN OAKS-S. ASHLAND INTCHGE. SECTION

PROJECT NO. I-5-1(86)12

continued:

Data: The work under this project consists of safety
s to bring to present Interstate standards (1) roadway
nvolving grading; (2) minor drainage structures; (3)
1; (4) median barrier; (5) signs; (6) highway lighting;
r items common to this type of project. Also, construct
frontage roads to revise SB on-ramps of the Fern Valley
Green Springs Highway Interchanges.

70 Requirements:

Seven Oaks-S. Medford Unit---Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements dated April 28, 1970 and December 1, 1970, respectively.

S. Medford-S. Ashland Int. Unit---State Clearinghouse A-95 approval letter dated September 23, 1970. District 8 Clearinghouse certified that the project conforms to and is consistent with regional plans.

-2 Requirements: Nonmajor action project environmental
nt submitted under separate action.

-5 Requirements:

Seven Oaks-S. Medford Unit
(1) Public Hearings----Not required under provisions of para. 6c.
(2) Location/Design----Not a factor in the development of this project.

(b) S. Medford-S. Ashland Int. Unit
(1) Public Hearings----Offered July 1, 1970 and July 8, 1970. Jackson County advised OSHD on July 30, 1970, that no requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. was made April 18, 1975.
(2) Location/Design----Approved by FHWA October 26, 1970.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety."

(3) This project is in Congressional District No. 4.

8835

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Seven Oakes-S. Ashland Intchge.
Pacific Highway
Jackson County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 8 : G. T. Thornton

APPROVED
ESH
E. S. Hunter
Date 4-23-75

4-24-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 2 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 26, 1975

A. PROJECT IDENTIFICATION

Name of Project 7 Oaks-S. Ashland Interchange (Section) I-5-1 (-) 12

Location of Project Pacific (Highway Name) I-5 (Highway No., US - ORE)

(City) Jackson (County) III (Region)

Program FAI (Funding) $3,500,000 (Estimated Cost) 615-1904 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Safety (See Page 1A)

Origin and History: I-5 Safety Program

C. DESCRIPTION OF PROJECT

Length Approximately 24 miles

Termini As above.

Alignment ☐ New ☒ Existing ☐ Combined

CAT. 3
NON-MAJOR

(Form (1) 9-74)

The project proposal contains many features of the overall safety program but does not include an overlay since the basic roadway paving is Portland cement contrete.

As part of the project there will be two frontage road connections removed from existing interchanges and relocated in close proximity on adjacent side roads. This will eliminate short sections of two-way traffic that exist on the corresponding interchange ramps. The right-of-way for the short relocated portions had been previously acquired in anticipation of this proposed work.

The fill embankment material estimated at 200,000 cubic yards will be obtained from within the existing right-of-way. The aggregate base (110,000 tons) and rock shoulder material will be provided from commercial sources.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section Same as existing

Structures Box culvert extension

Characteristics (ADT) 7,000 to 16,000

Other General Information (or Supplemental information to items)

This project calls for relocation of two road connections within existing interchanges in addition to the conventional safety items along the main roadway.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N.A.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project is located in the Bear Creek valley which is a broad, level to gently rolling, alluvial plain associated with the Upper Rogue River drainage system.

The surrounding hills provide for some extremes in climate which can vary from freezing fog to hot humid summer conditions on the valley floor. On many of the south facing slopes the vegetation is sparse and the general color is gray-brown in summer and fall.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Agriculture accounts for the principal use of the land. Irrigated row crops and tree fruits are highly developed elements. Grain, hay and livestock are also produced in quantity. Timber in the surrounding hills produces material for the many mills and wood products plants in the region. Growth of rural and suburban homes has been increasing during the past decade. Many are for recreation and retirement. There are several small cities and villages throughout the area.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns: At both Fern Hill and Green Springs Interchanges there will be a relocation of a frontage road connection. In each case the road was connected to an interchange ramp which permitted two way traffic which was hazardous. After construction the ramps in question will be one-way only. However, traffic patterns will not be significantly affected since the relocated connections would be in very close proximity to present points of access.

Consequences:

Greatly improved safety.

3. Estimated Changes in Land Use:

No new access will be provided to adjacent land and are therefore not affecting land use.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None (see comment on material source, page 1A).

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None (see comment on material source, page 1A).

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☒ Other Assessment

SJC

2954

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BERT W. STRAUB
XXXXXXXXX
GOVERNOR

F. B. KLABOE
ministrator of Highways

April 17, 1975

RECEIVED
APR 18 1975
OFFICE O
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon

Attention: Glenn Hossner

Re: Seven Oaks-South Ashland Int.
Pacific Highway
Jackson County

Dear Mr. Hossner:

There will be an excess of 102,324± linear feet of rail members and the accompanying hardware and posts from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Central Point Maintenance Yard at the direction of the Engineer.

The rail members shall be sorted with good rail members and damaged rail members placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the maintenance yard as directed.

Wooden guard rail posts and blocks shall remain the property of the State and be stockpiled in the maintenance yard as directed.

The scrap value of the rail members and hardware is $0.0175 per pound. The scrap value of wood posts is $1.00 each and of the wood blocks is $0.25 each. The extra cost of loading, hauling and sorting is $0.0525 per pound for rail members and hardware, $.05 each for posts and $.05 each for the blocks.

The project will initially be credited for:

811,545 lbs. @ $0.07/lb. = $56,808.00
4,900 posts @ $1.05 each = 5,145.00
4,900 blocks @ $0.30 each = 1,470.00
A TOTAL OF $63,423.00

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the maintenance yard is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
bc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
Alfred Shirley
W. E. Cole

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(-)12
Seven Oakes-S. Ashland Interchange
Project Assessment

DATE: April 15, 1975

In reply refer to: 1041EC.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's April 1 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappes
for G. L. Green

cc:
OSHD(G Potter)

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR
Info Inves R D D R Sign Act

4-18-75
Rulien - Please handle.

RECEIVED
[illegible] 1975
OFFICE OF
[illegible]

[illegible]

ROBERT W. STRAUB
XXXXXXXXXXX

April 11, 1975

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD Permit No. 151
Seven Oaks-S. Ashland Int.
Pacific Highway
Jackson County

Here is an application with plans for a concrete box culvert extension and some channel clean-out work at the outfall of the box culvert.

This culvert extension is necessitated by the revised connection of the frontage road to Fern Valley Road. The character of the flow in the stream has resulted in a build up of sedimentation that needs to be removed at this time.

If there are any questions on this proposal, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

7222

I5

Salem, Oregon
April 10, 1975

FET
Frank E. Terpin
Final Design Engineer

Alfred Shirley Jr.
Region III Engineer

Sign Cross-sections
Seven Oaks-South Ashland Int. Sec.
Pacific Highway
Jackson County

The above-named safety project is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project we would appreciate cross-sections at the locations indicated. The existigg station is shown in parentheses first and the new location shown next.

(602+00 Rt.)	602+15 Rt.	Medford, Next 2 Exits
(660+00 Lt.)	659+85 Lt.	Central Point, Exit 1 Mile
(766+00 Lt.)	765+85 Lt.	Medford Airport, State Police Next Right
(785+50 Lt.)	785+35 Lt.	Medford, Crater Lake Exit 1 Mile
(791+00 Rt.)	791+15 Rt.	Medford, Barnett Rd. Exit 1 Mile
(888+00 Rt.)	888+05 Rt.	Bear Cr.
(890+80 Lt.)	890+75 Lt.	Bear Cr.
(953+50 Lt.)	953+35 Lt.	Barnett Rd. etc., Next Right, PUC Second Right
(1048+50 Lt.)	1048+35 Lt.	Phoenix with arrow
(1100+60 Rt.)	1100+50 Rt.	Bear Cr.
(1104+40 Lt.)	1104+50 Lt.	Bear Cr.
(1135+30 Rt.)	1135+20 Rt.	Bear Cr.
(1137+65 Lt.)	1137+75 Lt.	Bear Cr.
(1143+20 Rt.)	1138+50 Rt.	Rest Area with arrow
(1337+00 Rt.)	1337+15 Rt.	Weigh Station Right Lane
(1406+00 Rt.)	1405+90 Rt.	Eagle Mill Rd.
(1493+35 Rt.)	1493+50 Rt.	Southern Oregon College Next Right
(1511+00 Rt.)	1511+15 Rt.	Ashland, Klamath Falls, Exit 1 Mile
(1511+75 Lt.)	1511+60 Lt.	Talent 7, Portland 287
(1529+30 Lt.)	1529+20 Lt.	Bear Cr.
(1616+00 Rt.)	1616+15 Rt.	Yreka 35, Sacramento 292
(1618+50 Rt.)	1618+40 Rt.	Crowson Rd.
(1620+10 Lt.)	1620+15 Lt.	Crowson Rd.
(1653+00 Lt.)	1652+85 Lt.	Southern Oregon College, etc. Next Right

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guard rail and out to 30 feet where there is.

Due to the close proximity of the bid opening date, we would appreciate receiving these cross-sections at your earliest possible convenience.

WGB:we
cc: C. T. Keasey
Keith Martin
W. G. Beard

75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 11, 1975

FILE:

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Earl G. Purdy
Resident Engineer

SUBJECT:
Ashland-Seven Oaks Section
Pacific Highway
Highway Illumination

The information regarding highway light pole revision, included in your field information relative to the subject project, has been transferred to the attached sheets for convenience in working up the illumination phase of the job.

Since poles behind guardrail do not require frangible bases, it would be appreciated if you will indicate guardrail locations on these prints. Such guardrail should be that which will exist after the project is constructed. We would like further clarification as to the adjustment needed by some poles. Do they need to be moved laterally, raised, lowered, or what, and by how much?

Your early attention to this matter will be appreciated because of the short time available for processing this project.

RWE:dh
Attachment

cc Alfred Shirley
J. H. Versteeg
G. J. Ballard

REFERRED TO
Board
Return

Salem, Oregon

March [illegible], 197[illegible]

[illegible] District Engineer

[illegible]

[illegible] Design Engineer

Seven Oaks-Ashland Section
Pacific Highway
Jackson County

Will you please have the Hydraulics Unit check the capacity of a proposed 5' x 4' concrete box culvert installation in Payne Creek at the Fern Valley Road Interchange on I-5.

The culvert installation is required by the relocation of a frontage road to eliminate two-way traffic on a portion of the southbound on-ramp. The vicinity map for the proposed installation has been given to Mr. [illegible]

FE:we

Varsteeg
[illegible]

RECEIVED
MAR 1 5 [illegible]
[illegible]

8227

Salem, Oregon

March 14, 1974

Victor D. Wolfe, Location Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Seven Oaks-Ashland Section
Pacific Highway
Jackson County

Will you please have the Hydraulics Unit check the capacity of a proposed 6' x 4' concrete box culvert installation in Payne Creek at the Fern Valley Road Interchange on I-5.

The culvert installation is required in the relocation of a frontage road to eliminate two-way traffic on a portion of the southbound on-ramp. The vicinity map for the proposed installation has been given to Mr. Lenz.

FE:we

1 Versteeg V
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAR 1 5 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

8223 Beaver Cr. Br. Sec. Oregon 1975
Coast Hwy. 8 mi. S of Newport
(Grading, paving, and structure)

8223 1

September 30, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 24, 1976, we wrote to you concerning release of final payment on Contract No. 8223 awarded to Holst Construction Co., for work on the Beaver Creek Bridge Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $3,000 and the total contract amount is $264,770.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc
Holst Construction Co.
P. O. Box 692
Oakridge, OR 97463

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	Beaver Creek Bridge
WEEK ENDING	21 Aug. 1976
SECTION PREFIX	21-0507
HIGHWAY	Oregon Coast
COUNTY	Lincoln
KIND OF WORK	Grading, Paving, Structures
NAME OF JOB	Beaver Creek Bridge
CONTRACTOR	Holst Construction Co.
CONTRACT NUMBER	8223
FEDERAL AID PROJECT NUMBER	State
DATE OF CONTRACT	3 June 1975
DATE WORK STARTED	23 July 1975
ESTIMATED COMPLETION DATE	23 July 1976
SPECIFIED WORK DAYS	A 104 B 315
WORK DAYS USED	[illegible]
SPECIFIED CALENDAR DAYS	
CALENDAR DAYS USED	
SPECIFIED COMPLETION DATE	23 July 1976
PERCENT OF TIME ELAPSED	A 100 B 6[illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN	0
SUPERVISION:	0
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	1[illegible]
PROJECT AUTHORIZATION.	$296,6[illegible]2.61
ENGINEERING AUTHORIZATION	$23,[illegible].74
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	1[illegible]
EXCLUSIVE OF ENGINEERING:	$273,1[illegible]1.[illegible]7
ENGINEERING COST TO DATE	$3[illegible],000.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$273,4[illegible]4.[illegible]
DATE PROJECT WAS COMPLETED	[illegible] July 1976
PERCENT OF AUTHORIZATION	1[illegible] %
ESTIMATED PERCENT: OVERRUN UNDERRUN	%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100		100	100	1[illegible]			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	[illegible].27			0.27
MILES PARTIALLY COMPLETED	–	–		–	–
MILES COMPLETED	0.27	[illegible].27			[illegible].27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible] CY	11[illegible] CY			20[illegible] Ton
TOTAL QUANTITIES CORRECTED TO DATE	64[illegible] CY	11[illegible] CY			[illegible]000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	64[illegible] CY	11[illegible] CY			1[illegible] Ton
AVERAGE DAILY QUANTITIES	–	–			–
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	na	na			na
NUMBER OF SHIFTS PER DAY	–				
HOURS PER SHIFT	–				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1[illegible]1A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	[illegible]		
MONDAY	Showers	[illegible]		
TUESDAY	Cloudy	[illegible]		
WEDNESDAY	Clear	[illegible]5		
THURSDAY	Showers	[illegible]		
FRIDAY	Rain	[illegible]25		
SATURDAY				

K

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

THIS WEEK: Continued working on semi-final for this project.

NEXT WEEK: All semi-final data will be submitted to the Design Office.

SIGNED Charles W. Elroy
Charles W. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8223

December 11, 1975

Holst Construction Company
Post Office Box 692
Oakridge, OR   97463

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8223 for work on Beaver Creek Bridge on the Oregon Coast Highway in Lincoln County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 29 days total is granted because of delay in providing details for galvanized reinforcing steel for pile encasement work, riprap added around the stream bent No. 2, forming for the footing widening work around the existing footings, and a five-day delay in submitting the contract to you for signature. This 29-day increase in time will be for the phase (a) completion requirement only.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8223
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 10, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Beaver Creek Bridge
Contract No. 8223
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Holst Construction Company requests a 27 day extension and cites three reasons:

1. Time to obtain galvanized reinforcing steel for pile encasement work.
2. Riprap added around the stream bent No. 2., and
3. Alleged extra forming for the footing widening work around the existing footings on both the upstream and downstream sides of both bents 2 and 3.

All three of these items are related to a possible discrepancy in our plans. The elevation sketch of the structure correctly depicts the new encased piling extending down to minus elevations at both bents. One of the detailed drawings showing the elevation of bent 3 (bent 2 similar) depicts the pile encasements stopping above the existing footings. The project plans also include copies of the old original construction plans (1928) which shows the top of the existing bent 2 footing at what would be elevation minus 2. The pile encasement for bent 2 was actually required to elevation minus 7 and while this information could be derived from one plan, it does conflict with what could be derived from the two other plan sheets. The time that can be attributed to this discrepancy could be derived in either of two ways. The actual delay to the work on the project apparently occurred from August 15 to August 28, or 13 days when there was no activity. The delay in ordering the galvanized rebar for the encasement work was apparently from July 23 to August 6 for 14 days. I would give the contractor the benefit of any doubt and use the 14 days. This is for time extension only with no acknowledgement of liability for any future related claim.

The Resident Engineer recommends 3 days for the added riprap work and 4 days for the extra forming around the existing footings. This 7 days should be expanded by 7/5ths, making 10 days recommended extension on these two reasons.

In addition to the above, and not cited by the contractor, is the fact that there was a delay in sending the contract to him in the first place. Bids were opened May 29; contract was sent June 23. This delay was apparently for getting project clearance from the Wildlife Commission.

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1975

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State pr

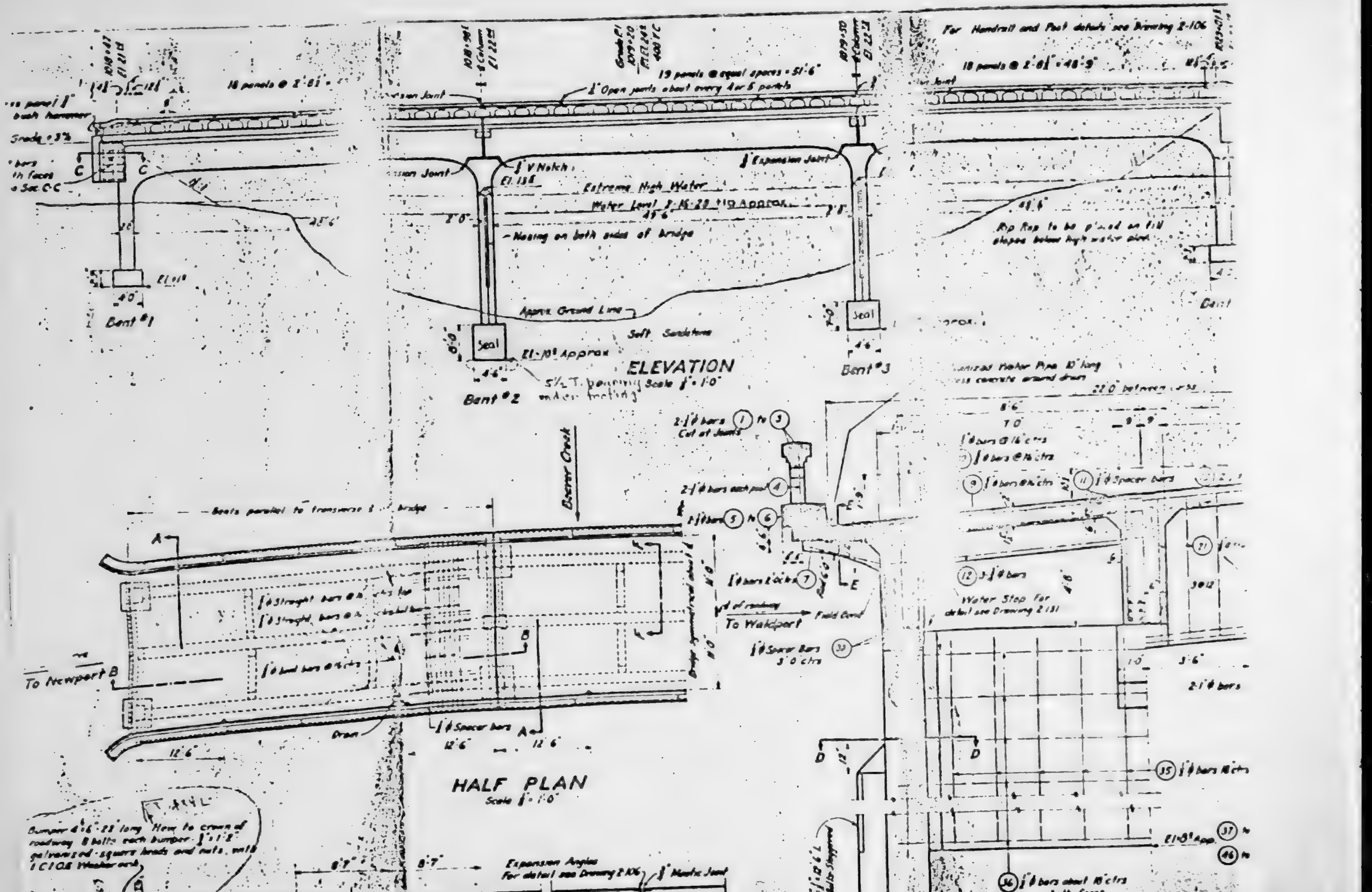
At any rate, the 25 day delay is 5 days more than permitted by our specifications and past practice has been to grant extension accordingly. We therefore recommend a total of 29 days extension.

The project is presently under a stop work order with 114 out of the 175 Phase A (all work except top lift paving) days elapsed. This is 65 percent of the contract time with the project 44 percent completed. The bridge work will not be completed until next season anyway, so a 29 day extension would not be a major change. This is a State project. A rough draft letter to the contractor is attached.

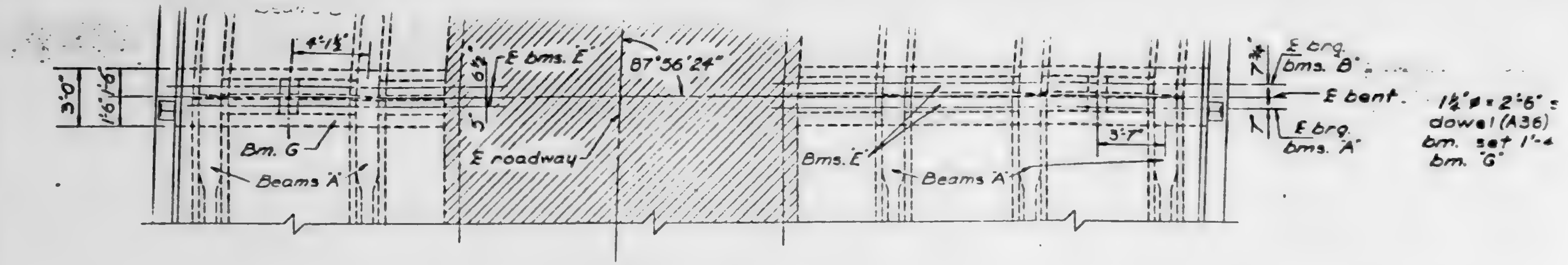
JAB:fr

Att.

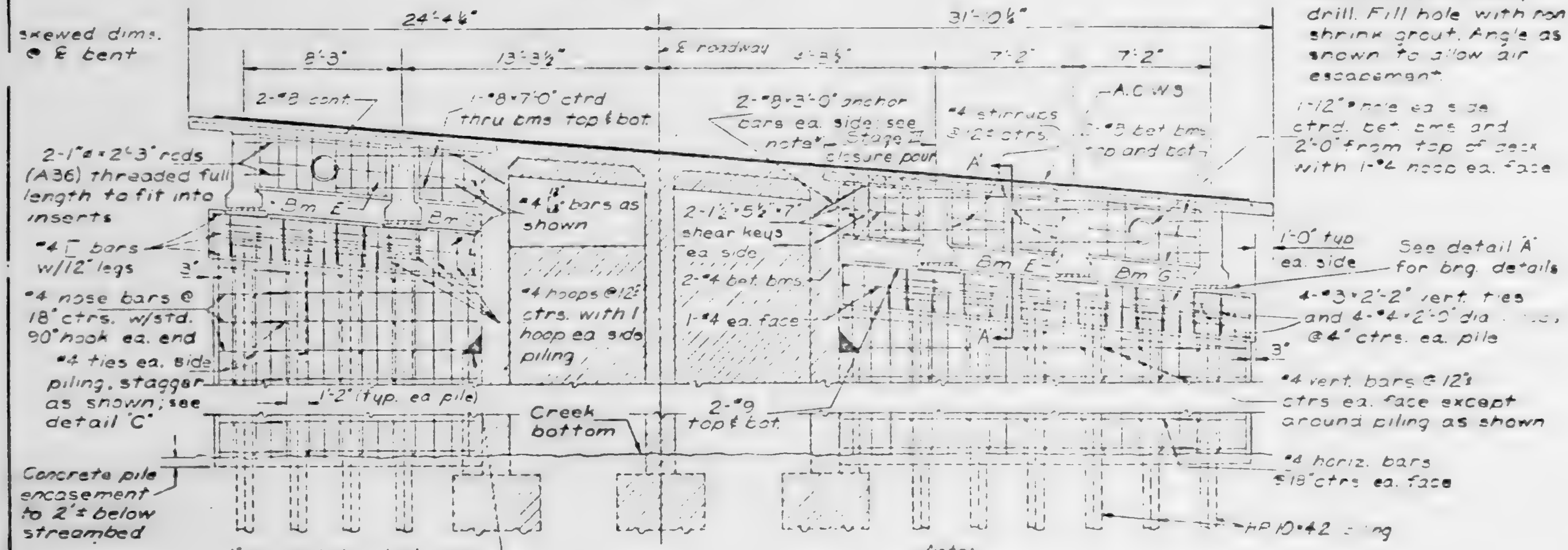
cc: Robert Church


ELEVATION
Scale ⅛" = 1'-0"
HALF PLAN
Scale ⅛" = 1'-0"
For Handrail and Post details see Drawing 2-106
18 panels @ 2'-8½" = 48'-9"
19 panels @ equal spaces = 51'-6"
½" Open joints about every 4 or 5 panels
1018+87
El 21.18
1018+98.5
℄ Column
El 22.24
Grade P.I.
1019+20
P.I.El 24.8
400' V.C.
1019+50
℄ Column
El 22.73
Grade = 3%
C
C
Sec. C-C
Expansion Joint
½" V Notch
El. 13.8
½" Expansion Joint
Extreme High Water
Water Level 2-16-29 11.0 Approx.
45'-6"
25'-6"
2'-0"
Nosing on both sides of bridge
Approx Ground Line
Soft Sandstone
Seal
Seal
El -10' Approx
5½ T. bearing under footing
El 11.0
4'-0"
4'-6"
4'-6"
Bent #1
Bent #2
Bent #3
Bent
Rip Rap to be placed on fill slopes below high water mark
Galvanized Water Pipe 10" long thru concrete around drain
22'-0" between curbs
8'-6"
7'-0"
Beaver Creek
Bents parallel to transverse ℄ bridge
A
A
B
B
To Newport
To Waldport
Field Cond.
℄ of roadway
Drain
½" Spacer bars
12'-6"
12'-6"
12'-6"
½" Straight bars
½" bent bars @ ... ctrs
Bridge symmetrical about ℄
2-½" bars ① to ③ Cut at Joints
2-½" bars each post ④
2-½" bars ⑤ to ⑥
½" bars ⑦
½" Spacer Bars 3'-0" ctrs ㉝
½" bars @ 16" ctrs
⑨ ½" bars @ 16" ctrs
⑪ ½" Spacer bars
⑫ 2-½" bars
㉑
Water Stop For detail see Drawing 2-131
2-½" bars
3'-6"
1'-0"
㉟ ½" bars 16" ctrs
㊱ ½" bars about 16" ctrs both faces
El 10.0 App.
㊲ to
㊻ to
D
D
E
E
Bumper 4"x6"-22' long. Hew to crown of roadway. 8 bolts each bumper ⅝"x 1'-2" galvanized square heads and nuts, with 1 C.I.O.G. Washer each
Expansion Angles For detail see Drawing 2-106
½" Mastic Joint
8'-7"
8'-7"
12"
10-⅝"x12" Bolts Staggered

From U.S.B.P.R. Drg. 2-130 1928



PLAN BENT 3
BENT 2 SIMILAR
Scale ¼"=1'-0"

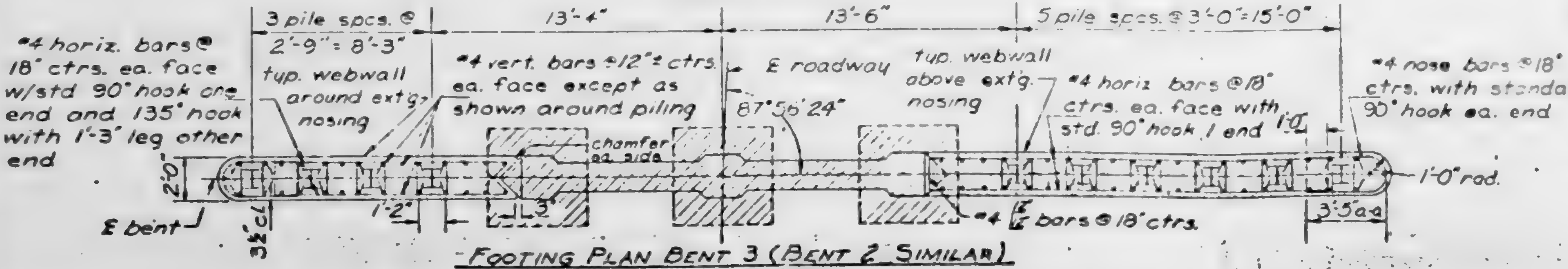

skewed dims. @ ℄ bent
24'-4½"
31'-0½"
8'-3"
13'-3½"
℄ roadway
4'-3½"
7'-2"
7'-2"
2-#8 cont.
1-#8 × 7'-0" ctrd thru bms top & bot.
2-#8 × 3'-0" anchor bars ea. side; see note*
Stage II closure pour
#4 stirrups @ 12" ctrs.
A.C.W.S.
2-#8 bet bms top and bot.
2-1"ø × 2'-3" rods (A36) threaded full length to fit into inserts
Bm E
Bm
#4 ⅛" bars as shown
2-1½" × 5½" × 7" shear keys ea. side
2-#4 bet. bms.
1-#4 ea. face
A
A
Bm E
Bm G
#4 ⊏ bars w/12" legs
3"
#4 nose bars @ 18" ctrs. w/std. 90° hook ea. end
#4 hoops @ 12" ctrs. with 1 hoop ea side piling
#4 ties ea. side piling, stagger as shown; see detail "C"
1'-2" (typ. ea pile)
Creek bottom
2-#9 top & bot.
1'-0" typ ea. side
See detail "A" for brg. details
4-#3 × 2'-2" vert. ties and 4-#4 × 2'-0" dia hoops @ 4" ctrs. ea. pile
3"
#4 vert. bars @ 12" ctrs ea. face except around piling as shown
#4 horiz. bars @ 18" ctrs ea. face
HP 10 × 42 piling
Concrete pile encasement to 2' ± below streambed
1" expanded polystyrene around top of extg. nosing ea. side

Note:
Drill 1½"ø × 15" hole with non-impact rotary drill. Fill hole with non-shrink grout. Angle as shown to allow air escapement.

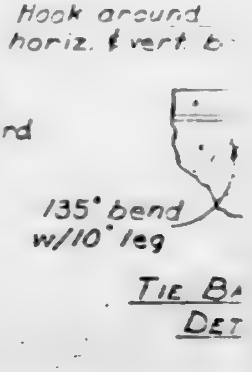
1-12"ø hole ea. side ctrd. bet. bms and 2'-0" from top of deck with 1-#4 hoop ea. face

Note:
Tremie concrete may be placed below elev. 3±

ELEVATION BENT 3
BENT 2 SIMILAR
Scale ¼"=1'-0"

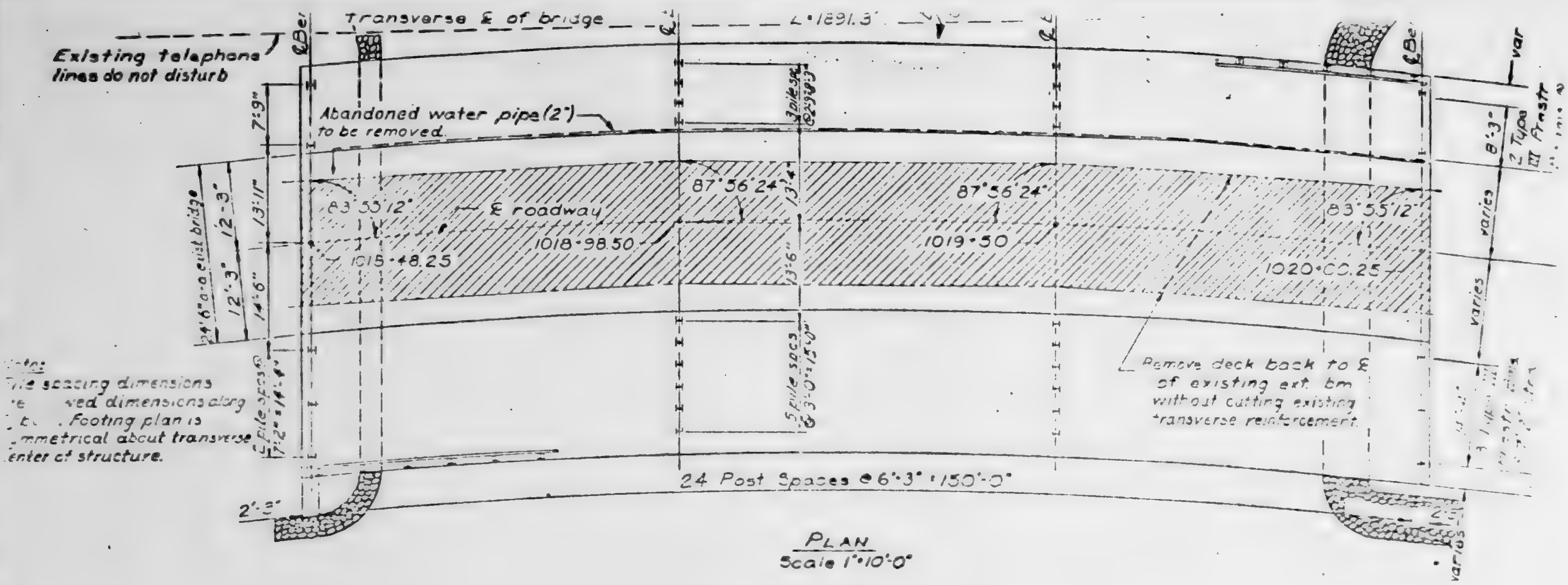

3 pile spcs. @ 2'-9" = 8'-3"
13'-4"
13'-6"
5 pile spcs. @ 3'-0" = 15'-0"
#4 horiz. bars @ 18" ctrs. ea. face w/std 90° hook one end and 135° hook with 1'-3" leg other end
typ. webwall around extg. nosing
#4 vert. bars @ 12" ± ctrs. ea. face except as shown around piling
℄ roadway
87°56'24"
typ. webwall above extg. nosing
#4 horiz. bars @ 18" ctrs. ea. face with std. 90° hook, 1 end
1'-0"
#4 nose bars @ 18" ctrs. with standard 90° hook ea. end
chamfer ea. side
2'-0"
℄ bent
3½" CL
1'-2"
3"
#4 ⊏ bars @ 18" ctrs.
3'-5" o.a.
1'-0" rad.

FOOTING PLAN BENT 3 (BENT 2 SIMILAR)
Scale ¼"=1'-0"

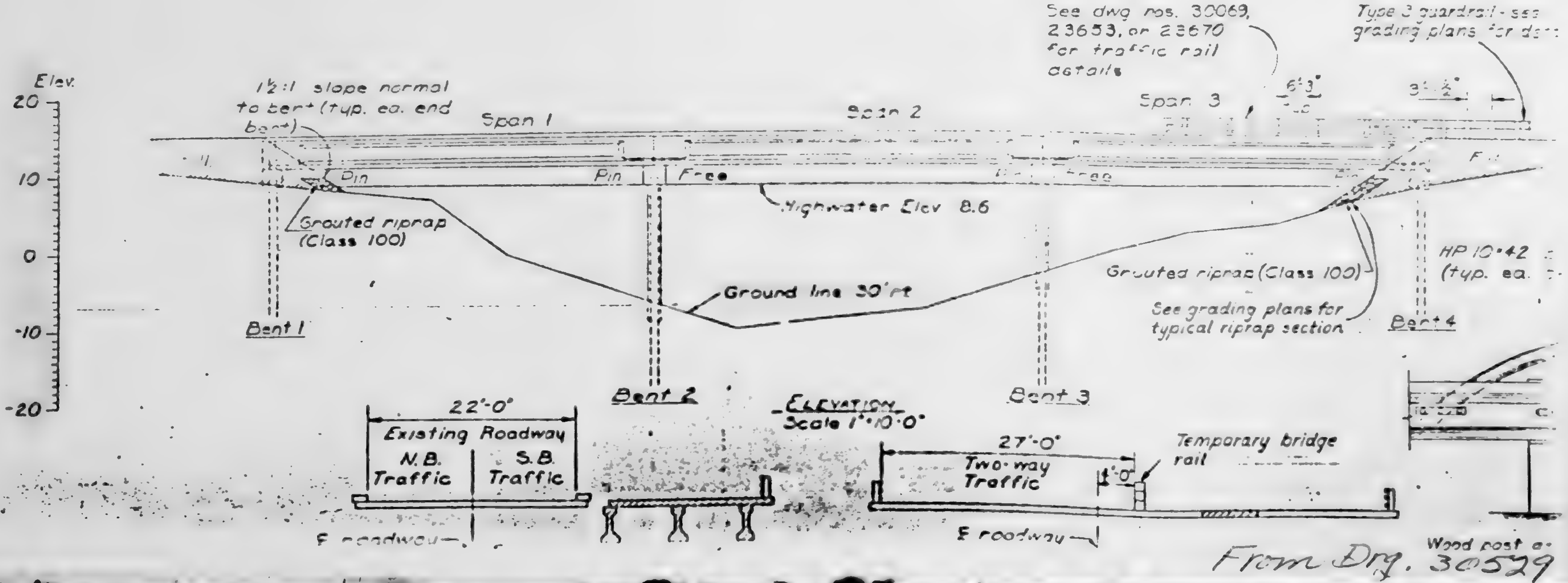


TIE B
DET

From Dwg. 30533


Transverse ℄ of bridge
L=1891.3'
℄ Bent
Existing telephone lines do not disturb
Abandoned water pipe (2") to be removed.
24'6" o-o exist bridge
12'-3"
12'-3"
7'-9"
13'-11"
14'-6"
83°55'12"
87°56'24"
87°56'24"
83°55'12"
℄ roadway
1018+98.50
1015+48.25
1019+50
1020+00.25
13'-4"
13'-6"
3 pile spcs @ 2'-9"=8'-3"
5 pile spcs @ 3'-0"=15'-0"
2 pile spcs @ 7'-2"=14'-4"
Remove deck back to ℄ of existing ext. bm without cutting existing transverse reinforcement.
24 Post Spaces @ 6'-3" = 150'-0"
2'-3"
8'-3"
varies
varies
varies
var
2 Type III Frastr
Note:
Pile spacing dimensions are curved dimensions along ℄ bent. Footing plan is symmetrical about transverse center of structure.

PLAN
Scale 1"=10'-0"



ELEVATION
Scale 1"=10'-0"

From Drg. 30529

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date OCTOBER 30, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~workdays~~ from 175 days to 202 days, within which to complete our Contract No. 8223, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per attached memo

Respectfully submitted,

HOLST CONSTRUCTION COMPANY
Contractor

By M R Holst

CONSENT OF SURETY

Date October 30, 19 75

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck Attorney-in-fact

(SEAL)

Stanley P. Duyck
Resident Agent
Stanley P. Duyck

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8223 Contractor Holat Construction

Highway Oregon Coast

Section Beaver Creek Bridge

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~**DENIED** or~~ **GRANTED**. The reasons for such recommendation are as follows:

1.) Delay in receiving elevations for the bottom of pile encasements. 17 calendar days.
2.) Extra work placement of riprap. 4 calendar days.
3.) Forming modifications. 6 calendar days.
4.) Delay in forwarding contract. 1 calendar day.

Total recommendation - 28 calendar days.

Construction recommendation is for 14 days on steel, 10 on riprap and forming plus 5 for delay in award.

Recommended for Approval:

Regional Engineer

for Construction Engineer ~~or Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No. 8223
Project designation State
State-Federal
Date awarded 6/3/75
Work started 7/23/75
Per cent completed 46
Date
No. of Workdays Allowed (a)=175, (b)=315
No. of Workdays Used 114
No. of Added Workdays Requested 27

SP*67665-734

HOLST CONSTRUCTION COMPANY
P.O. BOX 692
Oakridge, Oregon

ITEM NO. 1

On July 22, 1975, said Contractor asked for elevations for bottom of pile encasement for bents No. 2 and No. 3, elevation of -14 and -11 were subsequently given, which was about 10 ft. below the top of the seal of the old bridge. This was in complete conflict of the "elevation bent 3" drawing of the drawing No. 30533 which specifically shows the bottom of the new pile encasements being poured above the old bridge seal and footing. We verbally requested a complaint and did not receive new pile encasement elevations until August 8, 1975; a delay of 17 days;in **as much as** the reinforcement steel was galvanized, no shop drawings or fabrication could take place until the elevations were established.

ITEM NO. 2

As a result of the grade change as per item No. 1, Class 500 rip rap had to be placed around bent No. 2 of the old bridge and under the pile encasements, on both the left and right side of pier No. 2. Total extra time needed was and will be three (3) working days.

ITEM NO. 3

The plan change on drawing No. 30533 from placing the pile encasement above the footing on the old bridge to cutting the form around the footing of the old bridge, cost at least one (1) day per side per bent or four (4) extra working days.

In as much as the Job Completion time is figured on a calendar day basis and Items 2 and 3 are adjusted on a working day basis that time of seven (7) days should be multiplied by 7/5 to adjust to calendar days, or 9.8 days additional time rounded off to the nearest ½ day = 10 days.

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 21-0507

Salem, Oregon
November 7, 1975

C. O. Fredrickson

FROM: C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Review of Striping Plans
Beaver Creek Bridge Section
Oregon Coast Highway

TO: D. N. Stoudenmeyer
PRELIMINARY DESIGN SUPERVISOR

As requested we have reviewed the subject striping plans and are in agreement with them. It would be helpful for our striping crew if the lineal dimensions of the refuges could be shown.

cc: Chuck Elroy

RK:bw

Versteeg
1 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 10 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ____/____
Other

223

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
C. O. Fredrickson (2)

9

cc's sent 6-18-75 we

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

June 13, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

RE: Beaver Creek Bridge Section
Oregon Coast Highway
Lincoln County

The Wildlife Commission has completed review of your revision to plans for the above mentioned project which propose placement of grouted riprap at the bridge ends. This revision is acceptable to us providing that extreme precautions are taken to prevent fresh concrete from entering the waterway.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon
John Fortune
NW Region

✓

JL:lo

OREGON STATE HIGHWA
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

3, 1975

. Hunter
t State Highway Engineer

Rullen
t Management Engineer

essment and Project Category
aver Creek Bridge
egon Coast Highway
incoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
EH.
Date 2-18-75

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford✓
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FEB 18 1975

Contract #8223

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 13, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Beaver Creek Bridge
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
EH.
Date 2-18-75

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY FEB 18 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 31, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Bond Project RF-133(-)
Beaver Creek Bridge
Oregon Coast Highway, Lincoln County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

We have reviewed the project assessment for the subject project and concur in the type of environmental document and that the project constitutes a non-major action.

If you plan to change the type of funding and request Federal participation, specific design details will be reviewed at that time.

William A. Kappus
for G. L. Green

cc:
OSHD (G Potter)

Attachment
Project Assessment

Linda
Col 3 Hwy Mgr ?
+

RECEIVED
STATE HWY ENGR
FEB 10 '75
REFER TO
FOR

Info	Inves	R/O	D.R.	Sign	Att	File

2-10-75
Rulien - Please handle

RECEIVED
14 '75
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 8, 1974

A. PROJECT IDENTIFICATION

Name of Project Beaver Creek Bridge (Section) RF - 133 (-)

Location of Project - Oregon Coast (Highway Name) US - 101 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program Bond (Funding) (with possible conversion to Federal aid) $157,427 (Estimated Cost) 21-1301 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Widen existing narrow bridge and provide left turn refuge for Ona Beach State Park access and county road opposite.

Origin and History: Number 9 on the Fixed Object Hazard list for Region II and priority #32 on District 4 C.O.G. list.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1,385 feet 0.26 mile

Termini M.P. 148.83 to M.P. 149.09.

Engineer Station 1009+75 to station 1023+60

M.P. 148.83 is approximately 7 miles south of the Yaquina Bay Crossing.

Alignment (new or existing) Existing 8 degree curve.

CATEGORY 3 PROJECT
NON- MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Additional not required.

Typical Section Proposal presently under consideration is : widening to include 2 travel lanes, 1 median refuge - 2 shoulders.

Bikeway None

Structures

Widen existing 22' structure to 46'.

Additional Facilities -

Access Control unrestricted

Materials Embankment not required. Commercial sources are available for the production of surfacing materials.

Borrow and Waste Disposal

Portions of the existing bridge will require appropriate disposal.

Special Construction Methods One way traffic control by actuated signal, during construction.

Characteristics (ADT) The 1973 ADT was 3,700 vehicles of all types. Maximum daily traffic for a summer time weekend was 8000 vehicles. The twenty year projected traffic is for an ADT of 6,700 vehicles.

Other General Information (or Supplemental information to items)

Beaver Creek is a spawning stream for anadromous fish and is a valuable fishery and recreational resource. Maintaining water quality and fish passage during construction is imperative.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Overlay of existing roadway is included as a separate bid item, without the overlay, additional funds will be required fro stripe removal.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Priority 32, District 4 C.O.G.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type________ Tentative Date(s)________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted________ Date Received________

Expected Coordination with Local, State and Federal Agencies State Water Resource Board, State Fish and Wildlife Commissions, Corps of Engineers, and the U.S. Coast Guard.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization 4-18-74

☐ Reconnaissance ______

☐ Field Location 10-18-74

☐ Office Location 11-8-74

☐ Field Prel. Design ______

☐ Office Prel. Design ______

☐ Final Design ______

☐ Contract Plans ______

FHWA

Status Date

☐ Systems Planning ______

☐ Prel. Engineering ______

☐ Corridor Approval ______

☐ Design Approval ______

☐ Plans, Specifications and Estimates Approval ______

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is on the existing alignment of the Oregon Coast Highway extending to the north and south of the Beaver Creek Crossing. South of Beaver Creek the highway passes through a part of Ona Beach State Park. This section of the park land is undeveloped and remains pretty much in a ~~nat~~ native state. North of Beaver Creek the park extends along the westerly side of the highway throughout the project area. The park occupies the land between the highway and the ocean beach and has been developed as a day use facility with restrooms and picnic tables. Access is provided to both Beaver Creek and the ocean beach from the park area. At one time a sawmill occupied the area east of the highway and north of Beaver Creek. This area is now in a seral stage of regrowth returning to a natural state. An in depth study of Beaver Creek is being made by the Environmental Section

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Structure work will occur within Beaver Creek.

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Projects of this type are considered to be unrelated to any increase in noise levels or air pollution and are not usually coordinated with the Department of Environmental Quality.

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.		X	
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consider

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

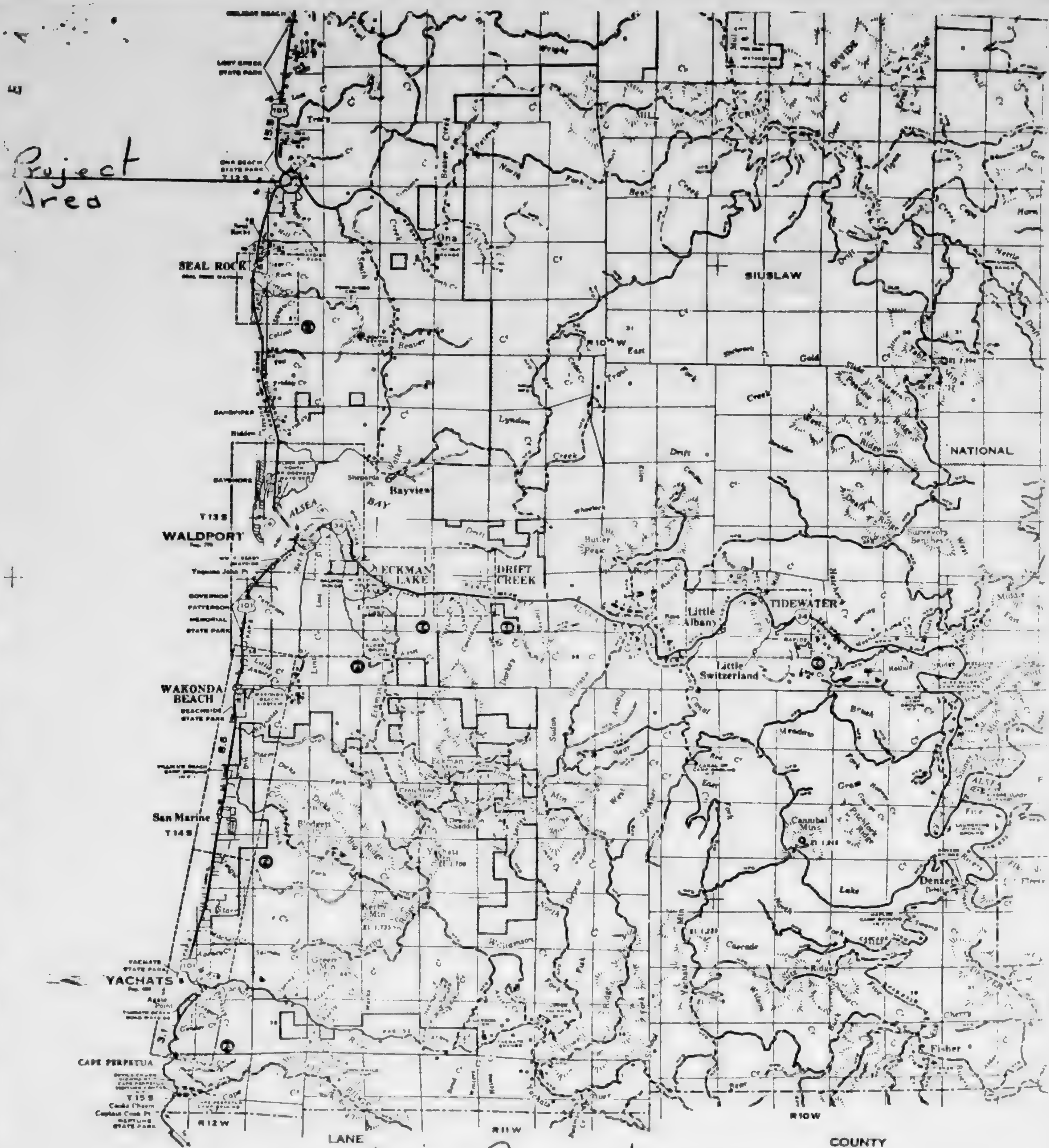
K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS

According to Chpater I of Title 23 CFR, Part 771, this project is deemed a non-major action.

Project Area



Location Prospectus Map

124 05   124 00   123 55   123 50

Lincoln County

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 14, [illegible]

SUBJECT:

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

I reviewed lane and shoulder widths for the left turn refuges with C. O. Fredrickson, Region II Engineer. Mr. Fredrickson approved the following widths by projects.

Alsea Highway at Eckman Creek Road

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders with 3:1 rock slope and ditch slope.

Oregon Coast Highway at Thiel Creek Road, Beaver Creek Bridge Section,
Oregon Coast Highway and Columbia River Highway at Brownsmead Road (M.P. [illegible])

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders and 4:1 rock slopes.

Oregon Coast Highway at Marlin Avenue (Warrenton) Section

14 foot turning median lane, 14 foot travel lanes, 6 foot shoulders and 4:1 rock slopes.

LKW:we
cc: C. T. Keasey
Victor D. Wolfe
C. O. Fredrickson

2483

e

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 19, 1974

Mr. E. T. Wilkinson
Box 142
Yachats, OR 97498

556-S
K

Dear Mr. Wilkinson:

This letter is in further reply to your August 7 letter regarding traffic conditions on the Beaver Creek Bridge.

In the process of our investigation, we discovered that this structure is scheduled for widening in the very near future. It is presently scheduled for letting in December of this year. The widening project should take care of the problems that you described.

Once again, we wish to thank you for your interest in highway matters.

Very truly yours,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RDT:pb

bc: ~~F. B. Klaboe~~
A. E. Johnson
R. L. Schroeder
C. O. Fredrickson

RECEIVED
HWY ENGR
SEP 19 '74
REFER TO
FOR
Dir Stdy Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

GCTU 19-1
[illegible]
Cr.

586-S
502-K

August 19, 1974

Mr. E. T. Wilkinson
Box 142
Yachats, OR 97498

Dear Mr. Wilkinson:

Your August 7 letter commented on traffic conditions on US 101 in the vicinity of Beaver Creek.

Our Regional Traffic Engineer will examine this location to determine what action might be necessary to improve traffic conditions in the area.

Thank you for bringing this matter to our attention.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson - Please have your Traffic Engineer review this location with the District Engineer and install any signing or striping that might be appropriate.

LEG:kw cm

Yachats, Aug . 7, 1974

Traffic Safety Dept.
Motor Vehicle Dept.
Salem, Oregon

Gentlemen:

A life has already been needlessley lost on Hiway IOI and this letter is an attempt to prevent the same happening again. and again.

At the Ona park bridge (Lincoln County) over Beaver creek, on July 30,a Newport woman was killed when someone crossed the center divider line.

My wife and I drive over this same route routinely and have been making a first hand study. This short stretch of road is VERY DANGEROUS and should have been corrected long ago.

The simple (and cheap) way to rectify the trouble would be to "sign" it right. A no passing sign and double yellow lines would have possibly have averted this disaster. The bridge now has a "narrow bridge" sign about IOOyards north and I suppose another About IOO yards south. The bridge is not only narrow...it is a curved bridge . and there is an entrance to a park that can divert a drivers' attention.

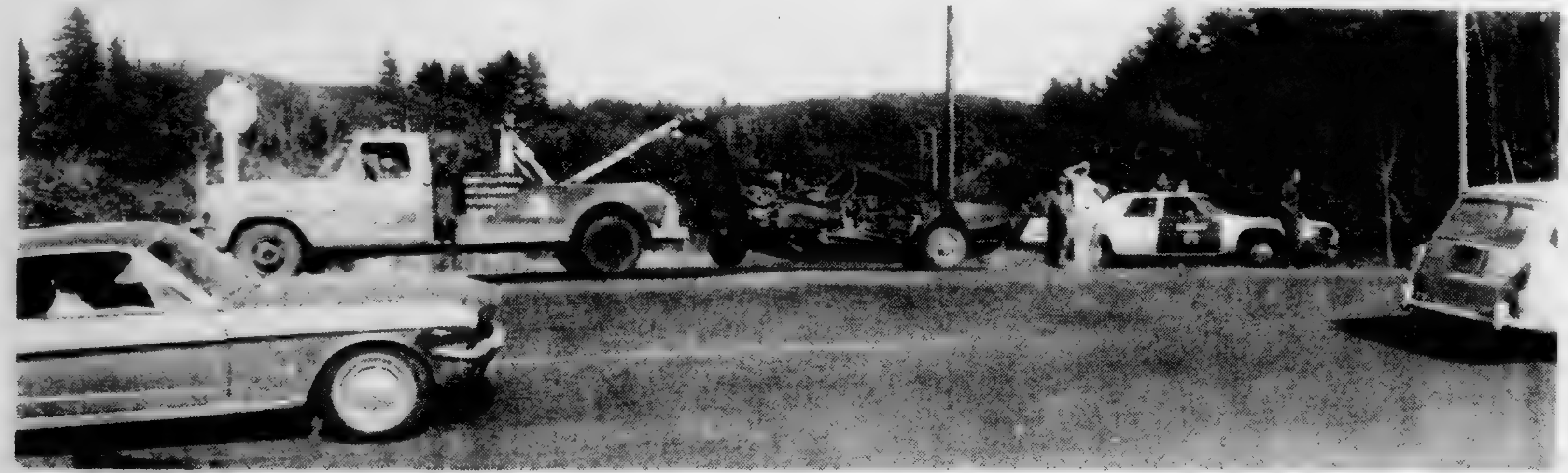
I am sure that after you have viewed this situation you will be as anxious as I am to make the necessary changes in "signing". It could prevent an expensive lawsuit. IT WOULD be cheaper than building a new bridge running parallel and diverting traffic onto that. Think about it.

With kindest personal regards I am

E. T. Wilkinson, Box I42, Yachats, Or. 97498

STATE HWY ENGR
AUG 12 '74
REFER TO
Schroeder
FOR
X X X

NEWPORT NEWS-TIMES, Newport, Ore., Thurs., August 1, 1974 Sec. 1, Page 7



BEVERLY HOFFMAN, 43 of Newport, driver of this car was killed July 30 when it was struck by a van on Highway 101 at Beaver Creek. Details of the accident are still under investigation by sheriff's deputies. (Staff Photo)

Woman's Death Raises Toll to Seven

A series of auto accidents July 25-30 has left one woman dead and ten persons injured.

Beverly Mae Hoffman, 43 of Newport, was killed when the car she was driving was struck by one driven by Orval J. Hoskinson Jr., 20 of Hebo, July 30 on Highway 101 at the Beaver Creek Bridge, near Ona Beach state park.

Her death is the seventh on Lincoln County highways this year.

Reports indicate that the Hoskinson vehicle crossed the center line and struck the Hoffman women's car. Details are still being investigated by sheriff's deputies.

8224 Irrigon Jct-Wash St Line Sec.1975
on Columbia River Hwy.
(Guardrail installation)

RR 811 - 5/7/76

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FED. AL HIGHWAY ADMINISTRATION

CC:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Morrow	DIVISION Oregon
DATE OF REPORT 11-5-76	REPORT MADE BY R. A. Nichols, AE		PROJECT NO. ROS-000S(8)
COMPLETION DATE 2-18-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-4-76	TIME ELAPSED 105 %	CONTRACT TIME 100
APPROVED EXTENSIONS 6 cal. days	LOCATION Beginning Irrigon Jct. (I-80N) just east of Boardman thence easterly along FAP 18 to Washington border		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
E. S. HUNTER

IRRIGON JCT.-WASHINGTON STATE LINE SECT.
COLUMBIA RIVER HWY.

The final costs of the bid items was $375,568 ± about 1.70% more than the bid amount of $369,304.75. There were some large overruns and underruns of individual items. The work on this project was scattered over a large area and the quantities in any one area were quite small which tends to introduce a large margin of error. I don't consider any of the overruns or underruns significant.

There were two revisions, however, which improved the project. The plan showed that guardrail was to be placed at places where there were existing multiplate cattle passes. Instead, the cattle passes were plugged leaving safe embankment slopes and the guardrail was eliminated.

The plan showed that guardrail with 12'6" post spacing was to be installed. This was changed to rail with 6'3" post spacing.

COPY SENT
NOV 10 1976
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 11-8-76	TITLE District Engineer	DATE 11- -76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8224

STATE COPY 8224

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — *To be completed by Washington Headquarters Personnel* — 16 18 19 4 5 8 9 12 13 15 22 24 24 25 27 28 30 31 33

CARD A

PART A (*To be completed by FHWA or State Highway Personnel. See instructions on reverse.*)

STATE	Oregon
COUNTY	Morrow
FEDERAL PROJECT NO.	ROS-000S(8)
URBAN	☐
RURAL	X
CONSTRUCTION TYPE CODE	Y101
ROADWAY QUANTITY	
BRIDGE QUANTITY (*Over 20 ft.*)	
20 FINAL CONSTRUCTION COST	496,819
21 LENGTH OF PROJECT — MILES	0
DATE STARTED	November 3, 1975
DATE COMPLETED	February 18, 1976
TOTAL NO. BRIDGES	0

PART B (*To be completed by ...*)

30 LABOR	TOTAL MAN HOURS 6,230	GROSS EARNINGS 63,849

REMARKS (*Attach plain sheet of paper*)

CARD	ITEM		
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	164,522
	9	PETROLEUM PRODUCTS	11,071
	1	CEMENT	
C	2 / 92	AGGREGATES	3,147
	3	BITUMINOUS MATERIAL	
	4	LUMBER	
D	5	TIMBER	
	7	[illegible]	
	8	[illegible]	
	10	[illegible]	
E	11	[illegible]	176
	12	[illegible]	536
	15 / 95	[illegible]	
F	16	[illegible]	
	17	FENCING	
	18	GUARDRAIL	
	19	BRIDGE RAIL	31,297
G	23	FINAL CONTRACT AMOUNT FOR ...	11,486
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 62 63

CULVERT ITEMS

CARD	ITEM	SIZE *In.*	LGTH. *Lin. ft.*
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	... AND DRAIN TILE	
L		... ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS ...
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR 47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, **highway work under the direct supervision of the Federal Highway Administration**, and highway beautification projects financed with [illegible] funds.

Form PR 47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4, Sec. 2, Sub Sec. 8.

A separate form should be [illegible] data for two or more [illegible] when such contracts [illegible] may [illegible] case of a [illegible] completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. **A Form PR-47 should not be prepared for a contract covering only the purchase of material** but the quantity of material should be reported when **subsequently** included in a construction project. In all cases, **only the original** of Form PR 47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man-hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to item 29 "Final Construction Cost" and also to item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL VOL. 6, CH. 4, SEC. 1; SUB. SEC 9)

"Final Construction Cost" [illegible]

"Length of Project" [illegible] bridge [illegible]

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber [illegible] guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, [illegible] linear feet of corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing [illegible] purchased precast units, except concrete pipe [illegible]

Item 8 - Report total number of pounds of all structural steel, steel [illegible]

Item 9 - Report total number of gallons of all gasoline, diesel oil, [illegible] for equipment and trucks. For conversion [illegible] pounds of grease per gallon.

Item 10 - [illegible] pounds of explosives, exclusive of [illegible]

Item 11 - [illegible] ready mixed concrete [illegible] purchased precast units.

Item 12 - [illegible] paving mixtures [illegible] ready for placement as they [illegible]

Item 13 - [illegible] size, regardless of class, type, gauge or coating, [illegible] drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and [illegible]

Items 15 and 95 - [illegible] aggregates such as sand, [illegible] produced by the contractor.

Item 16 - [illegible] weight [illegible] products [illegible] appro- [illegible] tubular piling, etc.

Items 17, 18 and 19 - [illegible] linear feet, of all types of [illegible]

Item 22 - [illegible] cost at the jobsite, of all construction [illegible] and used on the project, [illegible] lighting and the cost of [illegible] incorporated therein. Costs of equipment [illegible] operating the equipment [illegible] should not be included in this [illegible] handtools, repair [illegible] supplies. Costs of such items [illegible] The amount included [illegible] paid by the contractor [illegible] should not include the costs of excavat[illegible] Wages and man-hours for aggre[illegible] be included with Item 30.

Item 23 - [illegible] types of signs including [illegible] include traffic [illegible]

Item 24 - [illegible] and bridge lighting [illegible] switches, luminaires, [illegible]

Item 25 - [illegible] linear feet of corrugated alum[illegible]

Item 26 - [illegible] linear feet of cast iron pipe.

Item 30 - Report [illegible] worked by, and earnings of all [illegible] on the project including those on operation [illegible] equipment.

[illegible] reported unless difficulties are encountered

[illegible]

Form PR 47 (REV. [illegible])

GPO 881-120

8224

1

June 22, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $199.88 will be made to Apex Fence Co., Inc., on Contract No. 8224 for work on the Irrigon Junction-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $378,728.67 including the post-final payment. Of the total $3,760.32 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Apex Fence Co., Inc.
Attn: James Schwab, Controller
P. O. Box 545
Anderson, CA 96007

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

~~ROW 18-2~~

files

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 7, 1976
Salem, OR 97310

FILE:

RAILROAD COMPANIES
FILE No. 811

FROM: J. E. Chidsey
Railroad & Utilities Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Highway Easement/Construction Agreement
Irrigon Junction-Washington State Line Section
Columbia River Highway
Morrow & Umatilla Counties
R/W File 48623

The State's fully executed counterpart of the Highway Easement/Construction Agreement on the above section has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your permanent records. Distribution of confomed copies has been made below.

The Construction Division will be responsible for adhering to Sections 2, 5, 6 & 7 of the agreement. The Maintenance Section will be responsible for adhering to the requirements of Section 4. The Construction Section will be responsible for reviewing and approving the final bill and the Accounting Section will be responsible for auditing the final bill. Section heads should review the agreement to fully acquaint themselves with the responsibilities their Section must bear under the terms of this agreement.

Inasmuch as this document conveys a permanent easement to the Highway Division, the agreement must be recorded in Umatilla County. It is requested that after the document is recorded, the recording information be forwarded to me so that I may inform the Union Pacific Railroad of this data.

JEC:sh

cc: H. S. Coulter
C. T. Keasey w/att.
D. H. Moehring w/att.
V. E. Skoog "
D. E. Swan w/2/atts.
J. L. Sollis w/att.
J. B. Boyd w/original
Cliff Laux w/att.
Robert Church w/att.
W. E. Schwartz w/att.
John Hagedorn "

6-1-76
noted in
agree book
Fr

-8224

May 12, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 5, 1976, we wrote to you concerning release of final payment on Contract No. 8224 awarded to Apex Fence Co., Inc., for work on the Irrigon Junction-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties.

Final payment on this contract is $1,000 and the total contract amount is $378,528.79 including $3,560.44 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc

Apex Fence Co., Inc.
P.O. Box 1-G
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

ROW 10-2

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 7, 1976

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utilities Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Highway Easement/Construction Agreement
Irrigon Junction-Washington State Line Section
Columbia River Highway
Morrow & Umatilla Counties
R/W File 48623

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JEC:sh

cc: H. S. Coulter ✓
C. T. Keasey w/att.
D. H. Moehring w/att.
V. E. Skoog "
D. E. Swan w/2/atts.
J. L. Sollis w/att.
J. B. Boyd w/original
Cliff Laux w/att.
Robert Church w/att.
W. E. Schwartz w/att.
John Hagedorn "

I-80N
4-20-76

RESIDENT ENGINEER PROJECT
NARRATIVE REPORT

Project: Irrigon Jct. - Wash. State Line
Contract No.: 8224
FAP : ROS-0003(8)
Res. Engr.: John R. Hagedorn

The contract was awarded to Apex Fence Co. on June 9, 1975. Time allowed was 225 calendar days, commencing June 27, 1975. Project items included guard rail, embankment in place, shoulder aggregate, A.C. paving, concrete barrier and signing.

Apex Fence Co. began installation of project limit and construction signs on November 3, 1975. Installation of guard rail began on November 19, 1975 continuing through completion with minor problems.

Oregon State crews removed sanding material, which had collected under guard rail, after the old rail had been removed and prior to installation of new posts. This work was completed with minor interruptions of contract work.

Planned guard rail connections at the retaining wall, mile point 198.06, was not applicable to this situation. A field design was made for this connection and submitted to the contractor for a price agreement. The contractors price of $490 each was rejected and the work was done on E.W.O. # 8 at a total cost of $930.

The installation of the metal post on the bridge at Cold Springs overcrossing, mile point 193.5, was done by the prime contractor. To drill the bridge deck a non-impact drill was first used but this method broke out portions of the underside of the deck. After two holes were drilled this method was abandoned and a core type drill was used to complete the drilling causing minimal damage to the deck.

Sub-contractor, Kelly F. White, began embankment work on December 9, 1975. Staked embankment quantities were substantially less than contract bid quantities and additional areas were designated. These areas included plugging

(Continued)

(Continued)

three cattle passes at mile point 169.25, 171.12 and 172.45 eliminating guard rail at each location and slopes were flattened at mile point 196.00.

Excess common material at some guard rail flare areas required removal before paving could be completed. With no excavation item on the project this work was paid under E.W.O. # 9.

Sub-contractor, Fred Stubbert, began work on concrete barrier, mile point 168.00, on December 15, 1975. Because of cold weather the pouring of concrete did not begin until January 19, 1976. To protect the concrete barrier when the forms were removed a tent was constructed over the barrier and portable heating units placed inside the tent. A temperature ranging from 50° - 75° F was maintained for seven days.

Signing plans proposed that the existing signs be removed and reinstalled on new breakaway sign posts. The existing signs required a different type mounting than was supplied by the design of the new posts. E.W.O. # 10 was submitted and approved to alter the old signs so they could be fitted to the new posts.

Sidewalk ramps, as shown on sheet No. 2 of project plans, were constructed according to these plans. At final inspection the F.H.W.A. found this ramp design unacceptable and S.F.O. # 3 has been submitted for approval to change the ramps to concrete and ramp down from the top of the existing sidewalk.

Contract work on the project was completed on February 18, 1976. This date is 12 days beyond the contract time allowed. Five days of this time the contractor could not work because of icy road conditions. The contractor worked several weekends in an attempt to complete the work on time.

Final inspection was made and the project accepted on February 25, 1976 by Region Engineers W. E. Schwartz and D. D. Allen.

✓

REFERRED TO
2 Beard WGB 6 Reed LLR
5 Cole WEC 1 Sample
4 Eriksen 3 Watson KLC
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED

April 15, 1976

Apex Fence Company, Inc.
4224 Highway 99N
Post Office Box 545
Anderson, CA 96007

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8224 for work on the Irrigon Junction-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties.

Careful consideration was given to the reasons you submitted. We also note that 130 days elapsed before work was started. In light of the available facts, an extension of six days is granted. This is for December 22 and 23 when hazardous road conditions interrupted work, plus four days for all extra work added. This will leave six days of liquidated damages in effect, or $600.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

NT OF TRANS
GHWAY ADMINIST
Box 300
m OR 97308
ril 6, 197
A.5

REFER TO 16
FOR
Info Inves R/D D/R Sgn Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 6, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project FAP ROS-000S(8)
Irrigon Junction-Washington State Line Section
Columbia River Highway
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the six day time extension of the contract time for the reasons given in Mr. Coulter's April 5, 1976 letter.

for G. L. Green

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9224

DATE April 5, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Irrigon Junction-Washington State Line Section
Contract No. 8224
FAP No. ROS-0008(8)

Apex Fence Company has requested a 12-day extension based on adverse weather and hazardous traffic conditions around the Christmas holiday and a late change order (Extra Work Order 10, in the amount of $500, to modify three existing signs so they could be mounted on the new sign supports covered by the contract). Some pertinent dates on this project are:

> Bids opened May 29, 1975, five bidders, contract amount $369,304
>
> Contract sent June 16; day count started June 27 (225 calendar days allowed)
>
> First contractor activity at site, November 3 (130 days of contract time elapsed)
>
> Time expired February 6, 1976 (project 95 percent complete)
>
> Project completed February 18, 1976; twelive days of liquidated damages at $100 a day

There were eight extra work orders totaling $5,200 for additional work. On just a time-money basis, this would justify a little over three days.

Hazardous road conditions from ice interrupted work on December 22 and 23. We did not want the contractor to try to work on those days although no formal "stop work" order was issued.

Your concurrence is requested in a six-day extension. This would be for December 22 and 23, plus four days for the effect of all extra work added (there were two late days in February involving just Extra Work Order 8 and 10). This will leave six days of liquidated damages in effect, or $600.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 1, 1976

FILE: CON 5 #8224

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Irrigon Junction-Washington State Line
Contract No. 8224
Request for Time Extension

Apex Fence Company requests a 12-day extension based on adverse weather and hazardous traffic conditions around the Christmas holiday and a late change order (E.W.O. 10 in the amount of $500 to modify three existing signs so that they could be mounted on the new sign supports covered by the contract). Some pertinent dates on this project are:

Bids opened May 29, 1975, 5 bidders, contract amount $369,304
Contract sent June 16; day count started, June 27 (225 calendar days allowed)
First contractor activity at site, November 3 (130 days contract time elapsed)
Time expired, February 6, 1976 (project 95 percent complete)
Project completed February 18, 1976; twelve days liquidated damages at $100 per day

This project covered the installation of about 30,000 feet of new guardrail and some signing changes. The major items actually underran slightly except for flagging. You will note the contractor completed the project in 108 days after his late start. If he had just started around the first of August, he could have been done by mid-November on this basis. We deliberately allowed plenty of time on this project because it was bid towards the end of the exceptionally heavy contracting volume last spring. The Resident Engineer recommends 5 days extension for the icy road conditions December 18, 22 and 23 plus two days in February when E.W.O. 10 was performed. The Region recommends a complete extension of 12 days by expanding the poor weather condition on through the Christmas holiday and weekend. Both field reports are attached. I believe this is a little too generous in view of the contractor's very late start on the project. Engineering costs have overrun over 40 percent.

I note that there were 8 extra work orders totaling $5,200 for additional work. On just a time-money basis, this would justify a little over 3 days. As cited by the Resident Engineer and also as shown on the Weekly Reports, the contractor was able to actually work productively on December 18, one of the icy road condition days. It is very doubtful whether the contractor intended to work Christmas or the weekend following anyway, so I would not recommend that time for extension.

I recommend a 6-day extension. This would be for December 22 and 23, as recommended by the field, plus 4 days for the effect of all extra work added. The late E.W.O. 8 and E.W.O. 10 work did not clearly delay the contractor completely, but they probably did have some effect. This would leave 6 days liquidated damages in effect, or $600. This is a roadside obstacle federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8224 Contractor Apex Fence Company, Inc.

Highway Columbia River

Section Irrigon Junction-Washington State Line

Kind of Work Guard Rail

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~**DENIED**~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 6-day extension of contract time. This is for December 22 and 23 when hazardous road conditions interrupted work, plus 4 days for all extra work added.

Recommended for Approval:

Dale R Allen
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

H S Coulter
~~Asst~~ State Highway Engineer

SP*6296-734

Contract No. 8224

Project designation ROS-000S(8)
State Federal

Date awarded June 9, 1975

Work started November 3, 1975

Per cent completed 100 %
Date

No. of Workdays Allowed 225

No. of Workdays Used 237

No. of Added Workdays Requested 12

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 23, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 237 days, within which to complete our Contract No. 8224, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter.

Respectfully submitted,

Apex Fence Co., Inc.
Contractor

By (Pres)

CONSENT OF SURETY

Date February 23, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James L. Williams
Attorney-in-fact

(SEAL)

James L. Williams
Resident Agent

APEX FENCE CO., INC.
CONTRACTORS LICENSE NO. 269127

P.O. BOX 545
ANDERSON, CALIF. 96007
916/365-3316

P.O. BOX 1 G
EUGENE, OREGON 97401
503/687-0188

J. Kind

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 30 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

February 25, 1976

Oregon State Highway Division
Mr. John Hagedorn, R.E.
P.O. Box 297
McNary, Oregon 97858

RE: Contract No. 8224 - Irrigon Junction to Washington State Line

SUBJECT: Request for increase in number of working days.

Dear Sir;

We hereby request an increase in the number of workdays on the above referenced project for the following reasons:

We shut the job down on November 27, 28, 29, & 30, 1975 for the Thanksgiving Holidays due to the heavy traffic throughouththe period. On December 18, 22 & 23 there was "black ice" in the working area and we were asked by a representative of the Oregon State Highway Division not to work these days as the working conditions were hazardous. We remained closed down from December 22 1975 through December 29, 1975 as the weather conditions and increased holiday traffic made working conditions unfavorable.

We received a change order for signs on February 2. 1976 which required two days to acquire the material and one day to actually perform the work.

From February 3 through February 8, 1976 the weather was too cold to permit us to paint the concrete barrier and complete the paving.

On February 9 & 10, 1976 we were working on force account for the State of Oregon.

In view of these facts we ask that the 12 excess working days we have been charged on the project be exempt from liquidated damages.

Sincerely,

Author Dorris

AD/jlb

Enc.

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
[illegible] 27 1976
NOTED:
☐ ☐ ☐

GENERAL ESCRIPTION OF ACTIVITIES FOR HE WEEK

Dec SUNDAY 14	No activity
Dec MONDAY 15	Set posts runs No. 7 & 8. Hung rail runs No. 7 & 8.
TUESDAY 16	Grading for concrete guard rail at Irrigon Jct. U-Xing.
WEDNESDAY 17	Finishing on rock area MP 168. Finishing GR Flair fills throughout the job. Set posts on run No. 32 station 83 - 91. Hung rail on run No. 35. Railroad inspector on project for this operation.
THURSDAY 18	Hauled rock flairs & approaches. Dressed fills. Removed existing rail Cold Spring U-Xing. Replaced with temp. rail. (Icy road conditions restricted contractors operation.)
FRIDAY 19	Setting posts runs No. 32 & 36. Railroad inspector on project. Finishing rock, flairs & approaches throughout project.
SATURDAY 20	No activity

REMARKS

SIGNED J R Hagedorn LOCATION McNary, Ore.
J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
Dec. 22 MONDAY	No work-icy roads
23 TUESDAY	No work-freezing rain.
24 WEDNESDAY	No activity.
Xmas 25 THURSDAY	Holiday.
25 FRIDAY	No activity.
SATURDAY	

REMARKS

Contractor does not plan any work until January 5, 1976

SIGNED ____ LOCATION McNary
J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
Feb. MONDAY 9	Assembly of metal rail Cold Springs overcrossing.
TUESDAY 10	Finish concrete special connections M.P. 198 ±. E.W.O. 8 (8700)
11 WEDNESDAY	Painted special concrete connections M.P. 198 ±.
THURSDAY	Installed bridge connection work area 1 & 2. Finished paving flare # 1 and ramps # 3, 4, 5, 6, 7, 8, 9 & 10.
FRIDAY	Installed bridge connection work area 1 & 2. Paint barrier M. P. 168 ±. Paving today at M. P. 193.5. All paving work completed.
SATURDAY	No activity planned.

REMARKS

Bulk of work remaining is general cleanup.

Should be completed next week.

SIGNED J. R. Hagedorn LOCATION McNary, Ore.
J. R. Hagedorn

ME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

F216

FORM 81-734 3030

Keasey
Bond
Jackmond
Waymond
Johnson
Walker

RECEIVED
MAR 24 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg
FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 22, 1976

FROM: Dale D. Allen
Regional Construction Engineer

Dale Allen

TO: C. T. Keasey
Construction Engineer

SALEM

SUBJECT: Request for Time Extension
Irrigon Junction-Washington
State Line
Contract 8224

Attached is Request for Time Extension, with required form and letters from contractor and resident Engineer.

This project was awarded June 9, 1975, with 225 calendar days. Work was completed February 18, 1976, using 237 days or 12 days with liquidated damages. This was primarily a guardrail job.

Contractor's Position: Holiday traffic and icy roads made it unsafe to work in traffic. 16 days were requested for these reasons.

February 3-8 weather was too cold to paint concrete barrier. 6 days requested for these reasons.

February 9 and 10 - Extra work, 2 days.

State Position: The resident engineer has agreed to a 5-day extension, 3 days when we asked the contractor not to work in the interest of public safety (icy roads), plus 2 days for the extra work.

It is our position that the contractor should not be charged the 18th, plus the 20th through the 28th. Since we would not allow the contractor to work Monday and Tuesday (December 22 and 23), then it would seem unreasonable for him to report to work until the following Monday, our reason being the holiday traffic plus icy roads for this period. This 10 days plus the 2 days of extra work total 12 days.

We would recommend the 12 days be granted with no liquidated damages.

DDA:je
Attachments

cc: J. R. Hagedorn

FORM 81-734-3030
RE ☑ RCE RRE R ☐
RCE
MAR 16 1976
☐ RECEIVED ☐
RDE
REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
McNary, Oregon
March 15, 1976

FILE: CON: 5

FROM:

SUBJECT: Contractors Request for Additional Calendar Days. Irrigon Jct.-Wash. St. Line Contract No. 8224

TO: W. E. Schwartz
Region Engr.

Attached is the contractors request for additional calendar days on the subject project.

The contractor is basing this request on the fact that holiday traffic and weather conditions made working conditions unfavorable. Further, a change order to revise three signs was received on February 2, 1976 and three days were needed to acquire the material and complete the work.

200.00
$500

These statements are true and this office concurs, but further submit that the subject contract was awarded on June 9, 1975. A pre-construction conference was held October 21, 1975 and work began November 3, 1975 with all contract work being completed by February 18, 1976.

On November 27, 28, 29 and 30 the contractor did not work and stated the reason was heavy holiday traffic. This office did not feel the traffic was excessive and did not issue a shut down order.

December 18 a letter stating that the contractor could not work in areas where icy road conditions existed. The contractor did work with most of the crew removing existing guard rail, but no posts could be set or guard rail hung.

December 22 & 23 "black ice" conditions prevailed in the A. M. The contractor elected not to hold the crew until these conditions cleared up. Work was not resumed until December 29. Heavy holiday traffic and weather were stated as the reason no work was done. Again no shut down order was given to the contractor because traffic was not excessive and contract work could have been completed.

During the week of February 3 thru 8, the weather was too cold for concrete work although contract work on guard rail was being completed.

200.00
$400
parts
[illegible]
Feb. 10
11 for
This 3

February 9 & 10 the contractor did complete Extra Work items, finishing and painting special bridge connection M. P. 198.

It is recommended that the contractor be granted five excess working days. These days include December 18, 22 and 23 as work was held up for the safety of the travelling public. Also including February 9 & 10 when Extra Work was being completed on the project.

Encl.

From: J. R. Hagedorn, Res. Engr.

J Borns

By: L. J. Borns, Asst. Res. Engr.

8 2 2 13

(FINAL REPORT) report #23

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Irrigon Jct.- Wash. StateLine	WEEK ENDING April 10, 1976
		SECTION PREFIX 25-1054
	HIGHWAY Columbia River	COUNTY Morrow & Umatilla
NAME OF JOB Irrigon Jct.-Wash. State Line	KIND OF WORK Guard Rail	
CONTRACTOR Apex Fence Co. Inc.	CONTRACT NUMBER 8224	FEDERAL AID PROJECT NUMBER ROS-000S(8)
DATE OF CONTRACT June 9, 1975	DATE WORK STARTED Nov. 3, 1975	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 237
PROJECT AUTHORIZATION: $ 429,659.64	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 105
EXCLUSIVE OF ENGINEERING: $ 395,589.71	ENGINEERING AUTHORIZATION $ 34,069.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 395,589.71	ENGINEERING COST TO DATE $ 51,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 150 %	DATE PROJECT WAS COMPLETED: Feb. 18, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	GD. RAIL	
		100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	35.7 (INTERMITTENT WORK AREAS)				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4860 cu yd	3350 cu yd		30800 lin ft	660 ton
TOTAL QUANTITIES CORRECTED TO DATE	4040	3063		30410	536
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4040	3063		30410	536
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	pt. fair	0		
MONDAY	5	fair-mild	0		
TUESDAY	6	O'cast-mild	0		
WEDNESDAY	7	O'cast-mild	0		K
THURSDAY	8	cloudy-rain PM	0		9
FRIDAY	9	pt. fair	0		
SATURDAY	10	pt. fair	0		

RECEIVED
APR 12 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	no activity
5 MONDAY	no activity
6 TUESDAY	no activity
7 WEDNESDAY	no activity
8 THURSDAY	no activity
9 FRIDAY	no activity
SATURDAY 10	no activity

REMARKS

Semi-final submitted to region office, LaGrande, April 6, 1976

JR Hagedorn

SIGNED J.R. Hagedorn, res. engr. LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8224 13 ✓

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-108		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-9-76	County Morrow & Umatilla
MODIFICATION NUMBER 1		Project Number ROS-000S(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 408,600	$ 425,763
Federal funds	$ 367,740	$ 383,186
Other revisions		

This modification is made for the following reasons:

To include increase in bid item and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of April, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 5, 1976

Federal Aid Project
No. ROS-000S(8)

Irrigon Jct.-Washington State Line Sec.
Columbia River Hwy. in
Morrow and Umatilla Counties

Revised Project Agreement Estimate.

Type Code Y101 and Y002
Guardrail & Signing (M.P. 167.58 to M.P. 183.79)(M.P. 191.64 to M.P. 203.38)

Subtotal on Previous Estimate of June 13, 1975			$371,454.75
Previous Estimate			
Flagmen	300 hours	15.00	4,500.00
Revised Estimate			
Flagmen	1,185 hours	15.00	17,775.00
EWO 3 Reconstruct Emb. at Bridge Ends at Juniper Canyon	All Required		400.00
EWO 4 Remove Large Boulders	All Required		1,000.00
EWO 8 Attach Guardrail to Parapet	All Required		928.00
			$ 20,103.00
	Increase		$ 15,603.00
	Subtotal		$387,057.75
	Engineering		38,705.25
	Total		$425,763.00

Length of Project - - - - - - - - - - - 0.0 Mile

Federal Funds	$383,186.00
State Funds	42,577.00
Total	$425,763.00

Group 1	100%
Contract No.	8224
Prefix No.	25-1054

Morrow County	40%
Umatilla County	60%

Form A-[illegible] (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8224

Order No. 3

Section Irrigon Jct.-Wash. State Line

Date March 1, 1975

Highway Columbia River

F.A.P. No. ROS-000S (8)

County Morrow & Umatilla

Prefix 25-1054 Account No. 269-03

Description of Work To Be Done:

Install concrete sidewalk ramps as per attached drawing.

Approval Recommended as of 3/[illegible]/76

Location by Station Numbers

M.P. 182.60 (Umatilla River Bridge)

M.P. 183.70 (O.W.R.&N.R.R. O'xing)

[illegible] EFFECTIVE DATE 3/9/76

[illegible] of project [illegible] funds are required.

By [illegible]

TITLE [illegible]

DATE 3/15/76

FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$ 700.00
Equipment rental	100.00
Materials & supplies	200.00
Total	$1,000.00

Explanation: Asphalt concrete ramps, constructed in accord with project plans, now deemed unsatisfactory by FHWA. Contractor has left project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$429,659.64
Present estimate of project cost, including $1,000.00 for work under this order	$429,659.64
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Bill D Allen REGIONAL CONSTRUCTION ENGINEER

Approved: [illegible] Construction Engineer

Helm.

#8224 7-7-75 R

. DEPARTMENT OF TRANSPORTA N FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. ROS-000S(8)

STATE PROJECT NO. Irrigon Jct-Washington State Line

COUNTY NAME Morrow and Umatilla

PROGRAM NO.

ITEM NO. ROS-10

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NO
F. S. H.

RECEIVED
STATE HWY ENGR
JUL 11 '75
REFER TO
FOR
Info | Moves | R/D | D.R. | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: See Below

FEDERAL ROUTE NUMBER: Primary Route 18

STATE ROUTE NUMBER: Primary Route 2

GENERAL LOCATION:

RECEIVED

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Railroad Adjustment Work

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The proposed agreement submitted with Mr. Chidsey's May 28 letter is approved as to form and upon execution of the agreement by the Oregon Transportation Commission you are authorized to proceed with the work covered by the agreement.

Please furnish this office with a copy of the fully executed agreement for our formal approval.

[illegible]
copy Chidsey
7-15-75

DATE: 7-7-75

SIGNATURE OF APPROVING OFFICIAL: [illegible]

TITLE: Division Engineer

FORM PR-1240 (REV. 1-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

D1
3

STATE COPY

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-156	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Morrow and Umatilla PROJECT NO. ROS-000S(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 730, Jct. of I-80N, E. 35.7 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-7-75	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 408,600	FEDERAL FUNDS $ 367,740

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter
Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 13, 1975

Federal-aid Project
No. ROS-000S(8)

IRRIGON JCT.-WASHINGTON STATE LINE SECTION
COLUMBIA RIVER HIGHWAY
MORROW AND UMATILLA COUNTIES

Project Agreement Estimate.

Type Code Y101
Guard Rail (MP 167.58 to MP 183.79)(MP 191.64 to MP 203.28)

Mobilization	All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Sign	730 sq.ft.	4.50	3,285.00
Flagmen	300 hour	15.00	4,500.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	4,860 cu.yd.	6.00	29,160.00
Watering	130 M-gal.	10.00	1,300.00
Aggregate Shoulders	3,350 cu.yd.	8.00	26,800.00
Class "C" Asphalt Concrete	660 ton	23.00	15,180.00
Guard Rail, Type 2	5,625 lin.ft.	4.65	26,156.25
Guard Rail, Type 2A	24,450 lin.ft.	6.75	165,037.50
Guard Rail, Type 3	725 lin.ft.	14.60	10,585.00
Extra for 8-foot Posts	390 only	7.90	3,081.00
Guard Rail Anchors, Type 1	45 only	260.00	11,700.00
Guard Rail Anchors, Type 2	11 only	260.00	2,860.00
Extra for Guard Rail Bridge Connections	26 only	290.00	7,540.00
Rail End Pieces, Type B	4 only	40.00	160.00
Rail End Pieces, Type C	45 only	110.00	4,950.00
Concrete Barrier	780 lin.ft.	17.00	13,260.00
Metal Rail	125 lin.ft.	25.60	3,200.00

Type Code Y002, Signing

Removal of Existing Sign Installation	All Required		1,400.00
Painted Wood Sign Posts	All Required		500.00
Sign Support Footing	All Required		2,500.00
Breakaway Sign Posts	All Required		2,200.00
Single Sign Supports	All Required		3,400.00
Type "C" Signs in Place	3 sq.ft.	15.00	45.00
Type "H" Signs in Place	7 sq.ft.	15.00	105.00
Move and Reinstall Existing Signs	All Required		400.00
			$369,304.75

Anticipated Items

Railroad Protective Costs (R.R.)	All Required	$ 1,350.00
On-the-Job Trainees (1 @ $800)(E.W.)	All Required	800.00
		$ 2,150.00
	Subtotal	$371,454.75
	Engineering	37,145.25
	Total	$408,600.00

Length of Project - - - - - 0.00 Mile

Retained in Program Status

Reconstruct Emb. Br. Ends at Juniper Canyon	All Required	$ 400.00
Attach Guard Rail to Parapet (MP 198)	All Required	700.00
Remove Large Boulders (MP 199.8)	All Required	1,000.00
	Subtotal	$ 2,100.00
	Engineering	210.00
	Total	$ 2,310.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guard Rail	$408,600.00	$367,740.00	$40,860.00
Retained in Program	2,310.00	2,079.00	231.00
Total	$410,910.00	$369,819.00	$41,091.00

Group 1 - 100%

Contract No. 8224

Prefix No. 25-1054

Morrow County - 40%
Umatilla County - 60%

IRRIGON JCT.-WASHINGTON STATE LINE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 5,000.00

8224

2

Salem, Oregon
June 12, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

L. W. Rulien
Project Management Engineer

Irrigon Jct.-Washington State Line
Columbia River Highway

Attached is a FHWA inspection report of the subject safety project by R. A. Nichols, FHWA Area Engineer. Your attention is directed to the first paragraph of the second page, M.P. 193.46, Items 25 through 28, wherein it is suggested that the overcrossing structure of the Columbia River Highway over the Pendleton-Cold Springs Highway be removed and the northerly severed access to McNary Dam Reservoir be re-established at grade.

A cursory search has failed to produce any instrument of record showing abandonment or transfer to the county of that portion of the Pendleton-Cold Springs Highway north of the junction. While its historic purpose of serving a ferry across the Columbia River was obviated by the construction of McNary Dam, it continues to serve several private properties and provide recreational access to the lake.

In studying relocation of all the various connections in the immediate area of the present scale site, we conclude it would require construction of a sixteen foot median lane for approximately 2,000 feet to provide for the left turn movements. Additionally, considerable grading would be necessary to remove and obliterate the old facilities in restoration. Nor, does complete elimination of the guard rail at the structure site appear feasible without flattering the slopes with more extensive earthwork.

Therefore, it is requested that the status of the old connection to the ferry be determined as well as whether or not this type of work can be done within the scope of the present contract and its funding.

WWR:we
Attachment

/ Versteeg ✓
A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 12 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

STATE COPY

cc: OSHD (J H Versteeg)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Plan-in-Hand Inspection	DIVISION Oregon
DATE OF INSPECTION 5-5-75	INSPECTION MADE BY R. A. Nichols, Area Engr & V. Cusack, Engr Coord	PROJECT NO. ROS-OOOS(8)

IN COMPANY WITH

Dale Allen, Construction Engineer, OSHD; John Hagedorn, Resident Engineer, OSHD.

REMARKS

IRRIGON JUNCTION-WASHINGTON STATE LINE
COLUMBIA RIVER HIGHWAY

MP 169 - The guardrail is in two sections with approaches dividing the guardrails. The approach on the right is hazardous because of restricted sight distance. There is another approach on the right at MP 169.3± and there is an unimproved road leading from this access to the same facility served by the first approach. The first approach should be eliminated and the guardrails connected; the second approach and frontage road improved. The approach on the left is also questionable. It may serve the railroad; if that is the only purpose, the railroad may be served from a safer approach located wouthwest of the railroad. The canal is served by a ditchriders road which passes under the highway.

Items 11 & 12 - These guardrails are located over a cattle pass. The cattle pass shows no evidence of recent use and the adjacent land use has changed from range land to irrigated farm land. The cattle pass should be filled and guardrails eliminated.

MP 169.9± - Is the existing approach legal?

MP 171.2, Items 13 & 14 - Cattle pass same as Items 11 & 12.

MP 171.6± - Jiggle bars should be removed.

MP 172.45, Items 15 & 16 - Old cattle pass now has irrigation pipe running through the pipe. It would be better if the cattle pass could be plugged and rails eliminated.

MP 183.70 - The plans show a partial ramp to the sidewalk on this structure I understand there is quite a bit of both pedestrian and bicycle traffic so the ramp should come to the top of the walk. Also the fill is narrow so small retaining walls are needed to support the ramps and guardrails.

RECEIVED

ROAD
DESIGN
SECTION

(more)

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

MP 193.46, Items 25, 26, 27 & 28 - This structure has a 30-ft. horizontal clearance so it is a constriction in the highway. The old road which it goes over apparently has very little use. What use it does have is recreational and some of the recreationalists are using an albeit authorized approach northeast of the structure. Consideration should be given to removing this structure and improving the approach.

MP 197.80 - Bridge connection at half viaduct - The roadway is narrow through this area and bringing the guardrail to the face of the curb makes it more restrictive. I would provide more roadway width if the walk could be removed and rail attached to the parapet wall.

MP 203.28 - Probably the worst obstacle on this section of the road is the "Welcome to Oregon" sign at the border. Nothing is proposed but it should be.

Guardrail - the guardrail quantities are 5,625 of Type 2 and 24,450 ft. of Type 2A. The Type 2 should be changed to Type 2A. This legal highway speed is the maximum 55 mph and all locations where guardrail is to be placed are hazardous. As silly as it seems, the average 1973 bid price for guardrail was $4.92/ft. for Type 2A, somewhat less than the $5.12/ft. for the lower standard type 2 rail. Even if the Type 2A cost $1/ft. more the total additional cost to the project would only be $5,625, a pittance when compared to the total project cost.

6-6-75

NOTED
J. H. VERSTEEG

Hal:

Looking into the [illegible] of the Irrigon Jct.-Wash State Line survey project I want to go back to USGS. Hector and Stanley. The original concept was to generally [illegible] west of the existing [illegible] place. Terminal and [illegible] [illegible] structure [illegible] [illegible] some [illegible] [illegible] was planned to be [illegible] at an estimated $50,000 cost.

Following authority to survey and completion of field work, the design and [illegible] [illegible] [illegible]. [illegible] [illegible] [illegible] [illegible] revised T[illegible] [illegible] [illegible] [illegible] recommended [illegible] [illegible]. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] not [illegible] [illegible] [illegible] [illegible] [illegible] decided [illegible] [illegible] the project [illegible] [illegible] [illegible] [illegible].

FORM E-30-E 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Keasey 1 RECEIVED Richards
2 Bond Glenn
3 Jackmond JUN 5 1975 Berg
Haywood
Johnsen CONSTRUCTION
Walker SECTION

Myrtle Creek, Oregon
June 4, 1975

NOTED
H. S. COULTER

To:
Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

SUBJECT:
Report
Red Lead Guard Rail Elements
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146 – 11 pgs

Attention: J.X. Wilson

The following report was compiled from my March Resident Engineer's Diary which documents my discussions with various contractors who looked at or called regarding the subject project prior to letting of the contract.

On Tuesday March 11, 1975 Robert Laom of Coral Cooperation was in the office. I advised him that according to the project specifications, the only salvage material of the existing guard rail would be that the top portion of existing posts could be used as guard rail blocks and the existing rail elements would become their property. I told him that we would use the posts and galvanized rail elements that existed on the project that were placed under the spot safety program. I discussed this with our specification writers. They felt this was contrary to our Special Provisions for the project and was undesirable. On March 12, I called Mr. Loam of Coral Cooperation and advised him that we would not use the posts and rail elements from the spot safety program.

On Thursday March 13, Wally Cambell of Stillwell-Gerard looked at project and was in the office. I told him that the only salvaged guard rail material that could be used on the project would be the top portion of existing posts which could be made into blocks. Mr. Cambell called our spec. writers and was advised that an addendum letter was forth coming.

On March 17, Howard Ingram called and asked me if I knew how much guard rail would be salvagable. I told him I did not know. He asked me if the unusable rail elements could be reconditioned (Galvanized). I told him no.

On March 21, J.F. Shea of California called requesting the amount of salvagable guard rail that existed on the project. I advised them that I did not know. I told him that some of this rail was painted, and this paint would hwve to be removed.

RECEIVED

Office
Assistant State Highway Engineer

On this same date, Otis Jordan and Spencer brothers of S.D. Spencer and Sons was in the office. They asked if guard rail salvaged from other projects could be used. I told them that they should bid only according to the addendum letter which permits use of post and rail elements salvaged from 1972 spot Safety program.

On March 25, Apex Fencing called. They asked if old guard rail elements could be used if they were ran through a galvanizing process. I told them no. I told them to bid according to the addendum letter.

No other guard rail contractors called or visited the office in regard to this project.

Apex Fencing arrived early on the project, and their work is progressing well. Author Dorris did not read the addendum letter close enough and bid the project thinking that the existing posts could be used. We have had some problems in determining what existing guard rail was placed during the 1972 Spot Safety program. Dorris advised us that they had estimated over 8000 feet of usable salvaged rail. I requested and have received an As Constructed Plan of the latest safety guard rail program. This plan is stamped Revised As Constructed 3/18/71. There are other late installations of guard rail existing on this project.that do not exist on these plans. No record was located in the Region Office or Salem in regard to these installations.

In late April or early May,I received a call from an unsuccessfull guard rail bidder who bid on this project. I was asked if I was allowing the old red lead guard rail elements to be galvanized and reused. This party advised me that Apex Fencing was running 65,000 feet of rail elements through a galvanizing process in Portland. This is the first time that I was aware of this work. I later discussed this with Ed Rief who visited this office on May 12 and 13, advising him that I could not allow use of this reconditioned rail on this project even though it may meet our strength and galvanizing specifications as this would be unfair to unsuccessfull bidders. I advocate use of this rail on future projects providing proper documentation is made showing that it meets specification, however I have not told Apex Fencing that this rail could be processed and re-used on any project.

W.A. Tison

W.A.Tison
Resident Engineer

WAT/pl
cc: C.T. Keasey ✓
file

5-6-75 cc Coulter ✓

Ir gon Junction-Washington State L e
Contract No. 8224
Bid: 29 May 1975

First Three Bidders:

1.	Apex Fence Company	$369,304.75
2.	Coral	385,131.50
3.	Shea	386,021.25

Reviewing bids for Type 2, 2A, 3 guardrail, no obvious advantage or reduced price is evident in the Apex bid compared to the Coral bid.

No.	Guardrail Item	Quantity	Bid Apex		Bid Coral		Bid Shea	
10	Type 2	5,625 Lf	$4.65	$ 26,156.25	$3.00	$ 16,875	$5.50	$ 30,937.50
11	Type 2A	24,450 Lf	6.75	165,037.50	7.20	176,040	6.58	160,881.00
12	Type 3	725 Lf	14.60	10,585.00	13.50	9,787.50	15.20	11,020.00
				$201,778.75		$202,702.50		$202,838.50

Coral's bid is only 1/2% higher than Apex on the big GR items and Shea's bid is only $136 higher than Corals.

Similar situation in past:

Contract No. 7561 Jump Off Joe-Grants Pass Safety project by S. D. Spencer & Son proposed using salvaged guardrail on the job.

1. Most of the members were ungalvanized painted rail.
2. Spencer requested that the State agree to adding 50% of $0.80/Lf (the cost added) to allow them to strip and galvanize the old rail in lieu of cleaning and painting old rail.
3. The State tested rail steel was low in strength.
4. Instead of using substandard rail elements, the State ordered and paid the increased cost for new rail on P.A. 5. The State was given the rejected rail.

Spencer's problem here applies in that the rail supplied to the project from the project itself must meet the specs. for new rail.

Note: No Price Agreement yet for any change in guardrail on Canyonville job. (Contract No. 8146)

ELJ:fr
6/4/75

[illegible]

OREGON STATE HIGHWAY DIVISION FILE: Con 5
INTER-OFFICE CORRESPONDENCE
McNary, Oregon
June 4, 1975

JRHagedorn

FROM: J.R. Hagedorn, Res. Engr.

SUBJECT: Guard Rail paint stripping
Irrigon Jct.-Wash. State Line

RE: Arlington Int.-Irrigon Jct.

TO: C.T. Keasey, Const. Engr.

Just prior to the bid letting for Irrigon Jct.-Wash. State Line project, Bob Lamb of Coral Corp. came into office.

He asked if the method of removing paint from guard rail that Apex Fence Co. was using on the Arlington Int.-Irrigon Jct. project was the same as would be required for the Irrigon Jct.-Wash. State Line. I answered in the affirmative as I thought we were getting the desired results.

The specifications regarding the use of salvaged rail members (Special Provisions page 17 of Irrigon Jct.-Wash. State Line) is the same for both projects.

Apex Fence Co. did not go over the Irrigon Jct.-Wash. State Line project with me or anyone from my office, to my knowledge.

JRH:gda
cc: W.E. Schwartz

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 5 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

R

Irrigon Junction-Washington State Line
Contract No. 8224
Bid: 29 May 1975
6-4-75

First Three Bidders:

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ELJ:fr
6/4/75

ual job
go ahead with
rail on the Mapleton
gineer, and J. X. Wilson to
and what Swede had said. They had
bout using the refurbished rail and had
I don't know the outcome.

NOTED
JOHN C. JENKINS

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
June 4, 1975

FROM: D. E. Beecroft D. E. Beecroft
Structural Quality Control
Engineer

TO: MEMO TO THE FILE

SUBJECT: Salvaged Guardrail
Myrtle Creek-Canyonville
Section

May 5, Art Dorris of Apex Fence called regarding approximately 65,000 feet of painted guardrail he is salvaging from the Myrtle Creek-Canyonville section of I-5. He was planning to have the rail cleaned and galvanized and asked what testing would be required to qualify the material for re-use. He proposed having Pittsburgh Testing Lab do the testing.

(Conferred with J. Jenkins)

May 6, I told Art Dorris that if the heat numbers on the rail could be read, we would need one physical test for each heat number. If heat numbers could not be found, we would want one test for each lot of 200 pieces and the rail would have to be marked to maintain its identity through galvanizing. If a test fails, two more samples will be taken and both must pass or the lot will be rejected. This is as specified in AASHTO M180.

I checked the records for the contract under which the rail was installed and found several mill certifications indicating the rail met out current physical requirements.

May 9, Art Dorris said he was moving a load of rail to Portland and asked me to meet him at Galvanizers on May 13 to discuss sampling, testing, and marking.

May 13, Larry Miller and I met Art Dorris and his partner, Don Sanders, at Galvanizers where there were approximately 400 pieces of rail in stacks of 50 pieces each stack. I repeated the testing requirements and we discussed die-stamp marking the individual pieces. This would be done during the galvanizing process. The rail ends were spray painted to identify them until they were stamped.

At that time I called Messrs. Dorris and Sanders attention to our standard specification that only new material will be permitted. The testing procedures we had discussed applied to unidentified material, but this material could not be considered new and I would find out from our specification people how the material might be used.

May 14, Swenson said the only way he could see to use the material would be to negotiate a reduced price Price Agreement on an individual job basis. I related this to Art Dorris. He said he would go ahead with the testing and that he hoped to use some of the rail on the Mapleton section. I called Doug Greene, Resident Engineer, and J. X. Wilson to tell them what I knew about the rail and what Swede had said. They had been approached by Art Dorris about using the refurbished rail and had told him to make a proposal. I don't know the outcome.

NOTED
JOHN C. JENKINS

May 29, Doug Daniels came in to protest our actions as giving Apex Fence an unfair advantage. I told him they had the same opportunity to acquire this rail as Apex had and if they had other rail that could be identified with a known contract, we would give them the same consideration. He left saying he would be back.

DEB:gs

8224

~~3~~
2

Salem, Oregon
June 3, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48623 - O.W.R. & N. Co.
(U.P.R.R. Co. Lessee)
Irrigon Jct. - Washington State Line
Columbia Highway Section
Umatilla County

Attached are 2 descriptions labeled "Exhibit B" and a sketch map labeled "Exhibit A", which were prepared by the Railroad Co., together with an authorization covering permanent slope easements to be acquired from the Railroad Co. for the subject project.

These descriptions and map have been approved by this office and are copies obtained from the State - R.R. Agreement, which is being circulated for approval.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

2

May 14, 1975

File Ref.

D 315 - 2 - 187

Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of April 23 relating to the preliminary plans for the Irrigon Junction-Washington State Line Section on the Columbia River Highway.

We have no objections to the plans as presented and attached hereto is a copy showing railroad approval.

Yours truly,

L. A. Kirkeby

xc: J.H. Veersteeg ~~w/ plans~~
W.E. Schwartz

J
T
3

NOTED
J. E. CHIDSEY

7234

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 13, 1975

FILE: Mai 17
~~Con 6~~

NOTED
H. S. COULTER

Warren E. Schwartz

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Surplus Guardrail

TO: H. S. Coulter
Assistant State Highway Engineer

[illegible]

5-16-75
REFER TO
Maintenance
BY ASST. STATE HWY. ENGR.
Attn Shellhammer. —
Please include in your guard rail study. —
dy Reg5

Attached is a report from Region Materials Inspector R. E. Rennells discussing approximately 130,000 lineal feet of guardrail stored at Meacham.

We propose to use about 25,000 lineal feet of the galvanized rail on the Irrigon Jct.-Washington State Line Section guardrail improvement project. The balance is surplus to our foreseeable needs.

The remaining balance is painted, ungalvanized rail which meets all other design criteria. If Rennells figures can be firmed up, the State could have 19½ miles of "like new" guardrail for approximately one-third the cost of new rail. This rail could be specified for future contracts and for maintenance.

As more median guardrail is replaced with concrete barrier, there will be more surplus guardrail to deal with. This proposal offers a reasonable solution to the problem. It should be especially attractive in light of our present concern for recycling material and a recognition that the earth's resources are not unlimited.

Please advise.

RECEIVED
MAY 15 1975
Office of
Assistant State Highway Engineer

WES:sh
Attachment

cc J. R. Hagedorn w/attach

2224

R

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-75

FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. ROS-000S(8)
	ITEM NO. ROS-10	STATE PROJECT NO. Irrigon Jct-Washington State Line
		COUNTY NAME Morrow and Umatilla
		PROGRAM STAGE (Check) ☐ 1. ☒ XX 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO Hunter
FOR
Info | Inves | R.D. | D.R. | Sign | Act ✓ | File

NOTED
E. S. HUNTER

DATE PS&E APPROVED May 7, 1975	DATE AUTHORIZATION EFFECTIVE May 7, 1975	FEDERAL ROUTE NUMBER Primary Route 18
		STATE ROUTE NUMBER Columbia River Highway 2

GENERAL LOCATION:
US 730 Junction of I-80N East 35.7 miles (Mile Post 183.79 to Mile Post 191.64 No Work Area)

GENERAL DESCRIPTION OF WORK:
Safety Improvements

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Railroad Protective Services	$ 1,350
On the Job Training	800

☐ ACQUISITION OF RIGHT-OF-WAY
☑ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's May 5, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 5-13-75	SIGNATURE OF APPROVING OFFICIAL C R Burghardt	TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

Transaction No. 5-55

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 5-7-75

BY (Signature) L. W. Rulien's April 30, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 10 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
10	ROS-000S(8)	0.0	558,000	502,200	**Location** Irrigon Junction-Washington State Line Morrow and Umatilla Counties State of Oregon **Work** Safety Improvements

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENG.
MAY 8 '75
REFER TO Schroeder
FOR ☐ Info ☐ Inves ☐ R/D ☐ O/R ☐ Sign ☐ Act ☑ File

REMARKS (Division)

5-9-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 8 1975
Office of
Assistant State Highway Engineer

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-7-75	CRBurghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds, nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-43
(Rev. 8-71)

GPO 915-89

5-7-75

8224

Salem, Oregon
April 11, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

L. L. Wallace
Bridge Design Engineer

Curb Removal and Barrier
Modification Br. No. 1637-A
Guard Rail Safety Project
Irrigon Junction-Washington St. Line
Columbia River Highway

Attached are two prints showing the present curb and guard rail on the subject structure. It is requested that a design detailing their removal and replacement with steel post supported standard "W" beam be prepared.

Removal of the curb will eliminate the hazard of a curb protruding in front of the continuous guard rail runs and also allow continuity in the rail's vertical alignment.

WWR:we

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 14 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return To
Bring Up
Other

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 31, 1975

FILE: LOC 17

FROM: Dale D. Allen
Regional Construction Engineer

TO: Victor D. Wolfe
Location Engineer

SALEM

SUBJECT: Irrigon Junction-Washington State Line Section Guard Rail Improvement

On January 17, 1975, we transmitted to your office the location survey data on the above project.

This project was initially identified by this office as a possible location for upgrading substandard guard rail and removing fixed objects. However, as the survey progressed, it became increasingly apparent that the cost would be prohibitive to upgrade the entire section. Approximately $160,000 was earmarked for the project, and the engineer's estimate exceeds $600,000. For the purpose of the survey we identified all the areas requiring upgrading, but from a practical standpoint, we would suggest that only that portion between Irrigon Junction and the Cold Springs Junction be considered at this time. If the guard rail were upgraded and fixed objects were removed on this section, it could be correlated with an overlay project which we have requested between McNary and the Cold Springs Junction. The overlay project on this section has been identified as our fifth priority out of 15 in the region.

Also, you should check with Bud George and/or Design on a tentative design that is being prepared to upgrade "Sharps Corner".

3/2 ✓ 1

DDA:je

cc: J. R. Hagedorn
Bud George
Design

8224

2

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
McNary
January 17, 1975

FILE: CON 5

FROM: J. R. Hegedorn
Res. Engr.

TO: W. E. Schwartz
Region Engr.

SUBJECT: Guardrail Improvement Location Survey
Irrigon Intchg.-Washington State Line
Columbia River Highway
Morrow and Umatilla Counties
Prefix 30-1909

Transmittal of Survey data

Hereby submitted is the following Location Survey Data for the subject named project:

X 1 Book of Field Work Plates
1 Roll of Construction Details and Quantity Summary
1 Roll Cross-sections
2 Copies Location Engrs. Statement
3xx Copies Narrative Report
4 Copies Estimate of Cost
4 Copies Special Provisions

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JAN 20 1975 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Vic Wolfe 1-21-75

Herewith above survey records and the special provisions. The traffic section is taking an interest in the intersection at Mile Point 184.03, at Sharp's Corner. Traffic has taken the region's material and will probably have a recommendation to make by the time this project gets in your office.

W.E.Schwartz, Reg. Engr.
By:
F. L. Epley
F.L.Epley

to [illegible]
2-27-75

X Sent under separate cover

F.L.E.

Please investigate possible salvage and reuse of Guard rail and Post per traffic Sec. Suggestion.

VW

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 26, 1974

FILE: LOC 17

FROM: Dale D. Allen
Regional Construction Engineer

TO: Victor D. Wolfe
Location Engineer

SALEM

SUBJECT: Authority for Survey
Irrigon Interchange-
Washington State Line
Columbia River Highway
Morrow and Umatilla County

Attached for your approval is an Authority for Survey on the above project.

This is a Title II project for which Bill Cole requested that the authority for survey be prepared. It involves upgrading the guardrail to current standards and removing fixed objects and roadside hazards on the above section. I believe he advised that $170,000 was set up for the project.

Your approval is requested.

REFERRED TO

Beard ____ Reed ____
[✓ Cole] DEC ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 J
2 T

DDA:je
Attachments

cc: Bill Cole

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-30-75

Budget Bureau No. 41-R2067; A

U.S. DE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 730, Jct. of I-80N, E. 35.7 mi.	ADT	PRESENT N/A	FUTURE N/A	YEAR	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Improvements	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): ROS- NUMBER: 000S(8)

CARD

CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles

NAME OF URBAN AREA

COUNTY NAME: Morrow & Umatilla

CODE: 049 | 059

ROUTE NO.: P

FEDERAL-AID: 18

STATE: 2

U.S.: 730

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		US 730, Jct. of I-80N, E. 35.7 mi.					
5					**ROW**		(7.85 mi. no work area; MP 183.79 to MP 191.64)					
5					**CONST** (CODE) Y002 Y101		"Irrigon Jct.-Wash. State Line Section"	0.0	558,000	502,200	55,800	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	558,000	502,200	55,800	

PROGRAM APPROVAL DATES

REMARKS

Sa
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co
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as

FHPM 7-7-5 requirements complied with under IM 50-1-70, PPM 50-9, FHPM 7-7
Item No. 5, which was approved by the FHWA on preliminary engineering project ROS-
December 5, 1974.

NOTE: This project is in Congressional District No. 2.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-30-75

PROJECT LOCATION (45 typewriter spaces): US 730, Jct. of I-80N, E. 35.7 mi.

ADT PRESENT: N/A
FUTURE: N/A
YEAR:
REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 144
ITEM NO.: 10

POSED WORK (35 typewriter: mprovements
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): ROS-
NUMBER: 000S(8)
SEQ. NO.:
I. Projects Only: POST MI. DESIG.:

UNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Morrow & Umatilla
CODE: 049 | 059

ROUTE NO.: P
FEDERAL-AID: 18
STATE: 2
U.S.: 730

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 730, Jct. of I-80N, E. 35.7 mi.						Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians. RR protective services as required.
ROW		(7.85 mi. no work area; MP 183.79 to MP 191.64)						
CONST (CODE) Y002 Y101		"Irrigon Jct.-Wash. State Line Section"	0.0	558,000	502,200	55,800		
PROJECT TOTALS			0.0	558,000	502,200	55,800		

PROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2 and
FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3),
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 2.

-over-

REMARKS - continued

Data for PR-37:

Code	Type	Est. Cost
Y002	Traffic signs	$ 13,000
Y101	Guardrail-Impact attenuators	$545,000

Percent in Morrow County	40%
Percent in Umatilla County	60%

Note: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

6

7-13-73

Frank Tergin,

No illumination revision required for these sections.

A majority of the signing is protected by guardrail. There will be no signing revision required if the guardrail is not removed. We will need the location of any proposed guardrail removal in order to estimate the number and cost of sign revisions.

JHWood

1 ✓
2 +

RECEIVED

REFERRED TO
_____Cole_____ _____Reed_____
_____Eriksen_____ _____Sample_____
_____Hager_____ X Watson L.W.
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 11, 1973

TO Mr. L. L. Wallace, Bridge Design Engineer

FROM Frank E. Terpin
Frank E. Terpin, Final Design Engineer

SUBJECT Irrigon Junction Interchange-Idaho State Line Section
Old Oregon Trail Highway
Five Counties

A recent field inspection of the subject project revealed that some areas of no work contained some substandard safety features, namely guard rail anchors, guard rail end pieces and bridge connections.

It is planned to request approval from the FHWA to correct these items since those areas will not be eligible for overlay and safety work.

It is not known if the signing and illumination are of current design. The areas of no work to be considered are: Stanfield-Pendleton Section, Lime Section and Lime-Benson Creek Section.

Will you please make a review of the signing and illumination of those sections to determine if any revisions are necessary because of Safety so that the work may be included in the requests to the FHWA.

FET:jg
cc: W. E. Schwartz
C. G. Swenson
L. K. Watson

RECEIVED
JUL 11 1973
BRIDGE DIVISION

8225 Meacham Rock Prod Project 1975
located east of Pendleton
Old Oregon Trail

8225

January 15, 1976

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On January 5, 1976, we wrote to you concerning release of final payment on Contract No. 8225 awarded to E. H. Itschner Co. for work on the Meacham Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $3,838.10 and the total contract amount is $81,367.77 including $4,605.70 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Salem, Oregon

December 30, 1975

F. B. Klaboe, Administrator
and State Highway Engineer

C. T. Keasey
Construction Engineer

Highway Project Engineer

Contract No. 8225, Work Completed September 30, 1975

Project Meacham Rock Prod

Highway Old Oregon Trail, County Umatilla

Type of Work Rock Production

Contractor E. H. Itschner Company

Recommended Acceptance Date January 2, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

225

Ic. 10

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Meacham Rock Production

WEEK ENDING: 31 October 1975

SECTION PREFIX: 30-8339

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Meacham Rock Production

KIND OF WORK: Rock Production (Sanding)

CONTRACTOR: E.H. Itschner Co.

CONTRACT NUMBER: 225

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 3, 1975

DATE WORK STARTED: August 25, 1975

ESTIMATED COMPLETION DATE: September 30, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1975

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 85,302.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 77,852.50

ENGINEERING AUTHORIZATION: $ 7,450.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,852.50

ENGINEERING COST TO DATE: $ 3,781.64

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 0 %

PERCENT OF AUTHORIZATION . . . [illegible] %

ESTIMATED PERCENT COMPLETE (ROADWORK)

						MAT'L. PROD. 100%	Fenceing 100%	
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: [illegible]

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
October SUNDAY 26	Cloudy [illegible]	0		
MONDAY 27	Cloudy & Cold	0		
TUESDAY 28	[illegible]	0		
WEDNESDAY 29	Cloudy & Cold	0		
THURSDAY 30	Cloudy & Cold	0		
FRIDAY 31	Sunny & Cold	0		
November SATURDAY 1		0		

RECEIVED
NOV 3 1975
CONSTRUCTION SECTION

K
9

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

October **SUNDAY** 26	No contractor activity.
MONDAY 27	No contractor activity.
TUESDAY 28	Contractor stretching fence around pond & quarry site.
WEDNESDAY 29	Contractor completed building [illegible] fence around pond.
THURSDAY 30	Contractor completed moving all equipment, etc. [illegible] of contract area.
FRIDAY 31	---
November **SATURDAY** 1	

REMARKS

[illegible] of this week.

SIGNED John H. [illegible] **LOCATION** Pendleton

Res. Engr.

Engr. this week:Z $289.38

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

80N

Salem, Oregon
April 28, 1975

J. H. Versteeg
Road Design Engineer

Dale Allen
Region 5 Construction Engineer

Pursuant to your request we will reschedule the Meacham Rock Production Project for a bid opening on May 29 with the restriction that no work will be permitted prior to August 1 that might interfere with the irrigation system.

CGS:jh
cc: L. W. Rulien
C. T. Keasey
John Sheldrake

d 0

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 10, 1975

FILE:

FROM: Dale Allen
Regional Construction Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Meacham Rock Production

This letter is to request that the Meacham Rock Production project scheduled to be let May 22 be delayed until August 1. This will avoid possible conflict with the use of the water in the quarry site as explained in the attached letter.

It should be pointed out that previously the rock production project for Meacham was set up to come from a quarry near the town of Meacham, but we are now proposing that it come from a source near Emigrant Park. A quarry development plan is being prepared for the proposed source.

Please advise if this schedule can be changed. A maximum of 60 days should be set up for this rock production to assure that the sanding material gets into the sand sheds before the winter snows.

DDA:sh
Attachment

cc H. W. Oswald
W. C. Ferguson

RM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, OR 97850
April 11, 1975

FILE:

SUBJECT: Water System
Deadman's Pass Rest Area
Old Oregon Trail Highway
Umatilla County

FROM: Dale D. Allen
Regional Construction Engineer

TO: THE FILES

This date, a discussion was held with Gordon Ballard and Bob Knapp pertaining to the design of the proposed water system for Deadman's Pass Rest Area. In this discussion, it was determined that the best way to assure an adequate water system at the rest area was to install two pipe lines in the trench from Emigrant Park to the rest area. One line would supply potable water from the two wells. The second line would carry irrigation water from the pond in the quarry.

This summer, a rock production job for sanding material is being set up to use the quarry where the pond exists. During the production of the rock, the pond will be deepened and the site cleaned up. To avoid conflict with using the pond water for irrigation this season, it will be necessary to delay the Meacham Rock Production project from the May 22nd letting until mid-August.

The principal reason for utilizing the separate system for irrigation is the fact that the pump test on the wells at Emigrant Park showed that the wells never fully recovered after the pump tests, indicating that the wells may be located in a perched water table. While the wells should be more than adequate to provide potable water, there is good reason to believe that they would not be sufficient to provide adequate irrigation water for a prolonged period of time. Installing the second line in the tranch can be done for approximately 67¢ to 82¢ per foot. If the design can be completed at an early date, we will still proceed to have the sod lawn installed early this summer.

DDA:fv

cc: Bridge Section
Rd. Design Section ✓
Landscape Unit
W. C. Ferguson
H. W. Oswald

8226 Celilo-Rufus Sec of Col. 1975
R Hwy 12 mi E of The Dalles
(Paving, barriers & sign.)

CON 5
#8226

October 4, 1979

Mr. Charles C. Flower, P.S.
Suite 2, Yakima Legal Center
303 East "D" Street
Yakima, WA 98901

Dear Mr. Flower:

This is to acknowledge your letter of September 26, 1979 with attached Release and Satisfaction by Superior and Concrete Company, and Panhandle Construction Company.

Our records indicate that this is in reference to claims that have been filed against the Morse Bros., Inc. Contract No. 8226 on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties as follows:

> Panhandle Construction Co., Inc., claim in the amount of $55,436.86 filed with the Secretary of State January 3, 1977.
>
> Superior Asphalt & Concrete Company claim in the amount of $159,262.13 filed with the Secretary of State June 28, 1977.

This information is being noted in our records and we will advise the Safeco Insurance Company of America and Morse Bros., Inc., of these Release and Satisfactions.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:rls

cc: Safeco Insurance Co. of America
1500 S. W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

LAW OFFICE OF
CHARLES C. FLOWER, P.S.
SUITE 2. YAKIMA LEGAL CENTER
303 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-8084

CHARLES C. FLOWER
PATRICK ANDREOTTI

September 26, 1979

Secretary of State
State of Oregon
Salem, Oregon

✓Oregon State Highway Department
Salem, Oregon

RE: Oregon State Highway Department Contract No. OSHD-8226

Gentlemen:

Enclosed are the "Releases and Satisfactions" by Superior Asphalt and Concrete Co. of Morse Bros., Inc., and its surety, Safeco Insurance Co. of America, and by Panhandle Construction Co., Inc. of Superior Asphalt and Concrete Co. and its surety, The Maryland.

Would you please file each "Release and Satisfaction" and confirm filing of these "Release and Satisfactions" with Safeco and The Maryland.

Thanks for your assistance.

Kindest regards,

Charles Flower

CHARLES C. FLOWER

CCF:pk

Enclosures

RECEIVED
OCT 1 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

TO: Oregon State Highway Department
Salem, Oregon

NOTICE IS GIVEN the claim of Panhandle Construction Co., Inc., an Oregon corporation, filed against the funds retained and bond of Morse Bros., Inc., or Superior Asphalt & Concrete Co. for aggregate crushing work on the Celilo-Rufus Section of Columbia River Highway, Wasco and Sherman Counties, Oregon, Contract Number OSHD-8226 has been satisfied, compromised, settled, released and discharged. You are requested to satisfy the claim of record and confirm release of the claim with Morse Bros.' surety, Safeco Insurance Co. of America, and Superior's surety, The Maryland, 100 West Harrison Street, Seattle, Washington, 98111.

DATED: June 31, 1979.

PANHANDLE CONSTRUCTION CO., INC.,

By: Thomas J. Mabbott
THOMAS MABBOTT, President

STATE OF OREGON)
: ss.
County of)

THIS IS TO CERTIFY that on this 31 day of ~~June~~ August, 1979, before me, the undersigned, a duly commissioned Notary Public in and for said county and state, personally appeared THOMAS MABBOTT, to me known to be the President of Panhandle Construction Co., Inc., an Oregon corporation, the corporation that executed the foregoing instrument, and acknowledged the

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

TO: Oregon State Highway Department
Salem, Oregon

NOTICE IS GIVEN the claim of Panhandle Construction Co., Inc., an Oregon corporation, filed against the funds retained and bond of Morse Bros., Inc., or Superior Asphalt & Concrete Co. for aggregate crushing work on the Celilo-Rufus Section of Columbia River Highway, Wasco and Sherman Counties, Oregon, Contract Number OSHD-8226 has been satisfied, compromised, settled, released and discharged. You are requested to satisfy the claim of record and confirm release of the claim with Morse Bros.' surety, Safeco Insurance Co. of America, and Superior's surety, The Maryland, 100 West Harrison Street, Seattle, Washington, 98111.

DATED: June 31, 1979.

PANHANDLE CONSTRUCTION CO., INC.,

By: Thomas J. Mabbott
THOMAS MABBOTT, President

STATE OF OREGON)
: ss.
County of)

THIS IS TO CERTIFY that on this 31 day of ~~June~~ August, 1979, before me, the undersigned, a duly commissioned Notary Public in and for said county and state, personally appeared THOMAS MABBOTT, to me known to be the President of Panhandle Construction Co., Inc., an Oregon corporation, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of the corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Diana J.
NOTARY PUBLIC in and for the State of Oregon, residing at Pendleton

COMMISSION
RTMENT OF TRAN

RELEASE AND SATISFACTION

TO: Secretary of State
State of Oregon
Salem, Oregon

TO: Oregon State Highway Department
Salem, Oregon

NOTICE IS GIVEN the claim of Superior Asphalt & Concrete Co. filed against the retained funds or surety bond of Morse Bros., Inc., for aggregate crushing work on the Celilo-Rufus Section of Columbia River Highway, Wasco and Sherman Counties, Oregon, contract number OSHD-8226 has been satisfied, compromised and settled, is released and discharged. You are requested by the undersigned to satisfy claim of record and advise Morse Bros.' surety, Safeco Insurance Co. of America, of this "Release and Satisfaction".

DATED: ~~June~~ Aug 22nd, 1979.

SUPERIOR ASPHALT & CONCRETE CO.

By: ________________
ALBERT E. DEATLEY, President.

STATE OF WASHINGTON)
: ss.
County of Yakima)

THIS IS TO CERTIFY that on this 22nd day of ~~June~~ Aug., 1979, before me, the undersigned, a duly commissioned Notary Public in and for said county and state, personally appeared ALBERT E. DEATLEY, to me known to be the President of Superior Asphalt & Concrete Co., a Washington corporation, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of the corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Charles C. Flower
NOTARY PUBLIC in and for the State of Washington, residing at Yakima.

RECEIVED

☆U.S. GOVERNMENT PRINTING OFFICE: [illegible] 732-628

STATE COPY

cc: State (H. S. Coulter)

U.S. DE RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 6-18-79	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-3(71)95
COMPLETION DATE 4-12-77	ACCEPTANCE DATE BY CONTRACT AGENCY 1-30-78	TIME ELAPSED $\frac{477}{400} = 119$ %	CONTRACT TIME 400 calendar work days
APPROVED EXTENSIONS 7.5 calendar work days	LOCATION On I-80N between the Celilo Interchange and the community of Rufus, Wasco County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CELILO-RUFUS SECTION
COLUMBIA RIVER HIGHWAY
Paving, Barriers, and Signing

This project provided for the construction of an asphaltic concrete overlay of the existing road surface and certain other safety related work including flattening slopes, revisions to signs, guardrail, median barrier, minor drainage structures and other appurtenances.

The final imspection report indicated 475 calendar work days had been used to complete the work and that the contractor had been granted a 20-day tiem extension. The information was in error. The contractor used 477 calendar work days to complete the work and was granted a 7.5-day time extension. The contractor was assessed 77 days of liquidated damages. However, 7.5 days of liquidated damages were excused due to the time extension. The net liquidated damages charged to the contractor were $20,850.

The State gave notice of a contractor's claim on this project on November 23, 1977. The FHWA acknowledged this notice of claim on December 6, 1977.

The final cost of the original contract items was $3,042,406.26. The contract bid amount was $3,242,417.70. The final cost of the project,

(continued)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By D. B. Carter Area Engr. David B. Carter		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-20-79	TITLE Field Operations Engineer	DATE 6-20-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

including engineering and all charges, was $3,476,852.83.

All participating work has been completed.

The project has been signed and striped.

A final inspection of the completed work was made May 24, 1977.

RECEIVED
STATE HWY ENGR
JUN 21 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

State 8226-33

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARDS: *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 22 5 23 24 25 8 27 9 28 12 30 13 31 15 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Wasco & Sherman	FEDERAL PROJECT NO. I-80N-3(71)95	URBAN ☐ RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED July 18, 1975
20	FINAL CONSTRUCTION COST	DOL.	3,100,771	-	DATE COMPLETED April 12, 1977
21	LENGTH OF PROJECT	MILES	13.949		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	64,460	684,228

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,833,759	
	9	PETROLEUM PRODUCTS	GAL.	157,508	
	1	CEMENT	BBL.	2,310	
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	12	
	3	BITUMINOUS MATERIAL	GAL.	43,544	
	4	LUMBER	THSD BD. FT.	2	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.	14,702	
	10	EXPLOSIVES	LB.	180	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	6,535	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	148,285	
	15 95	AGGREGATES PRODUCED	TON CU. YD.	180,400	
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	153,154	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	49,872	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	644
		15	12
		18	122
		24	16
		36	24
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis. Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the project is located within an urban area, or in a rural location.

All figures should be reviewed for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man hours and gross earnings should bear reasonable relationships to the final construction amount. Also the quantity of each material reported should be reasonable with respect to the [illegible] and [illegible] with respect to the quantities of other materials. For example, the [illegible] quantity of reinforcing steel reported [illegible] concrete, and [illegible] reporting would [illegible].

Generally the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit, which are not required to be reported. If the final construction cost is only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor [illegible] that there [illegible] reporting. [illegible] the figures reported are correct a statement should be made on a [illegible] sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4: SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate of Federal and State costs incurred to date for contract items, extra work, [illegible] by contractor and State furnished materials.

"Length of Project" - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuse.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8 such as [illegible] devices, tubular piling, etc.

Items 17, 18 and 19 Report total length in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of all materials and supplies not specifically listed hereon. Costs of equipment, of equipment rental, and the cost of operating the equipment, except the costs of fuel and lubricants should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, etc., are not considered to be supplies. Costs of such items [illegible] should not be included. The amount included [illegible] for aggregates produced should be only the cost paid by the contractor [illegible] for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man hours for aggregates produced should be included with item 30.

Item 23 Report total contract amount for all types of signs including foundations, posts, [illegible]. Do not include traffic signals.*

Item 24 Report total contract amount for highway and bridge lighting including foundations, conduit, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 Report, by size, number of linear feet of corrugated aluminum pipe culvert.

Item 26 Report, by size, number of linear feet of cast iron pipe.

Item 30 Report total man hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

7226

8

May 11, 1978

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $2,000.00 will be made to Morse Bros., Inc. on Contract No. 8226 for work on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $3,093,967.83 including the post-final payment. Of the total $10,625.51 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 15, 1978

FILE: CON 5 #8226

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: MEMO TO THE FILE

SUBJECT: Guardrail Post Claim
Celilo-Rufus Section
Columbia River Highway
Contract No. 8226

RECEIVED
STATE HWY ENGR
MAR 15 78
REFER TO
FOR

NOTED
H.S.COULTER

On March 8, 1978, a meeting was held in the Construction office between the prime contractor, (Morse Brothers), the subcontractor, (Coral Corporation), Resident Engineer Reid Meritt, Region Construction Engineer Robert Pool and the writer. The purpose of this meeting was to review the claim submitted by Coral Corporation concerning an abnormal quantity of rotted guardrail posts encountered on this project. The specifications call for installing guardrail with the further provision that the existing guardrail posts may be used provided that they were structurally sound, 8" x 8", et cetera. Coral Corporation claimed they encountered some 483 guardrail posts which were rejected due to rot. This amounted to a little over five percent of the posts on the project. They further claimed that this amount was highly unusual and was certainly not anticipated in their bid.

These posts were treated by Baxter Company in 1966 and installed on this project in approximately the same year. I contacted our Materials Lab in an effort to determine what an anticipated rate of rot should be for guardrail posts treated to our specifications and was unable to determine this type of time frame information. We did check with our maintenance people and construction people in The Dalles area to determine what their experience had been with rotten guardrail posts. As near as could be estimated, some two and one-half to three percent of the posts salvaged on the Hood River to The Dalles recent construction project indicated rot. Our maintenance forces indicate a similar percentage of rot in their activities and experience. Resident Engineer Reid Meritt had a graph which he had prepared showing the number and general location of the rejected guardrail posts encountered according to his records. He had a count of 362 guardrail posts which were rejected and most of these were rejected for the reason of rot, although he was not certain that he had a firm count on all of the rejected guardrail posts.

It was therefore agreed that the quantity of guardrail posts was in excess of that which a prudent contractor may expect during the bidding procedure. It was further agreed to accept Resident Engineer Reid Meritt's count of the rejected posts and that the contractor should be responsible for one-half of those posts and the State responsible for the remaining one-half. This would amount to a contractor responsibility of 181 posts and the

State's responsibility of 181 posts. At a cost of $11.20 per post, this computes to slightly over $2,000 and we therefore agreed to settle this matter with a lump sum price agreement in the amount of $2,000.

OBJ:fr

cc: H. S. Coulter
Dale Allen
Reid Meritt

[illegible], 19[illegible]

Safeco Insurance Company of America
[illegible] S.W. [illegible] Avenue
Portland, OR [illegible]

Gentlemen:

On February [illegible], 19[illegible], we [illegible] of the [illegible] release of final payment on Contract No. [illegible] awarded to Morse Bros., Inc., for work on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

Final payment on this contract is $[illegible] and the total contract amount is $3,[illegible] including $[illegible] for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc
Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc
C. T. Keaney
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen - Region 4

8226

FILE: [illegible] 5 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Celilo - [illegible]		WEEK ENDING: December 31, 1977
		SECTION PREFIX: [illegible]-1010-200
HIGHWAY: Columbia River		COUNTY: Wasco & Sherman
NAME OF JOB: Celilo - Rufus	KIND OF WORK: Paving, Barrier, and Signing	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 8226	FEDERAL AID PROJECT NUMBER: I-80N-3(71)95
DATE OF CONTRACT: June 4, 1975	DATE WORK STARTED: [illegible]	ESTIMATED COMPLETION DATE: April 12, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED Calendar/WORK DAYS A)140 B)407½	Calendar/WORK DAYS USED A)[illegible] B) 475
	SPECIFIED CALENDAR DAYS n/a	CALENDAR DAYS USED n/a
PROJECT AUTHORIZATION: $[illegible]	SPECIFIED COMPLETION DATE ----	PERCENT OF TIME ELAPSED A)66% B)117%
EXCLUSIVE OF ENGINEERING: $[illegible]	ENGINEERING AUTHORIZATION $[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,094,473.84	This week 700.00 ENGINEERING COST TO DATE $371,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.3%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 8.3 %	PERCENT OF AUTHORIZATION 142.0%	DATE PROJECT WAS COMPLETED: April 12, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	[illegible]	[illegible]
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	[illegible]	[illegible]			[illegible]
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	13.94	13.94			13.94
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]	[illegible] Tons			[illegible] Tons
TOTAL QUANTITIES CORRECTED TO DATE	22,083 [illegible]	[illegible]			[illegible],829 [illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,083 [illegible]	[illegible]			[illegible]
AVERAGE DAILY QUANTITIES	221 C.Y.	660 Tons			1,690 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
12-25-77 SUNDAY	Cloudy - Cold	0		Project completed.
MONDAY 26	Cloudy - Cold	0		
TUESDAY 27	Cloudy - Cold	0		
WEDNESDAY 28	Cloudy - Sleet	0		
THURSDAY 29	Cloudy - Snow	0		
FRIDAY 30	P. Cloudy	0		
12-31-77 SATURDAY	- - -	0		

RECEIVED
JAN 3 197[illegible]
CONSTRUCTION SECTION

Regling
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlees
In charge
Gland
Borg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

12-25-77 SUNDAY	no work. Holiday (Christmas). Project completed.
26 MONDAY	No work. Holiday.
27 TUESDAY	No work.
28 WEDNESDAY	No work.
29 THURSDAY	No work.
30 FRIDAY	No work.
12-31-77 SATURDAY	No work.

REMARKS

No contractor activity on project this week as all contract work has been completed.

Two men worked total 7 mandays this week in office on asphalt concrete compaction penalty computations, contractor and subcontractor payrolls (assembling for submittal), Narrative Report, Statement of Overruns and Underruns, and other misc. items necessary for documentation to support Semi-Final Estimate on this project. Final data submittal was mad on Friday, December 30, 1977.

Setting of final centerline control point references (for P.S., PSC, PCS, PT, & POT, etc.) remains to be done. This will be accomplished as time permits on other active projects.

This will be the last Weekly Report submitted on this project unless directed otherwise.

SIGNED A. Reid Merritt LOCATION 3313 N.E. Frontage Road, The Dalles, Oregon

[illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 19 '77
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

December 16, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, Oregon 97310

Re: Morse Bros., Inc. v. Superior Asphalt & Concrete Co., et al
v. Milroy and Brace; Civil No. 77-437 (L-7487)

Dear Mr. Coulter:

I am pleased to advise you that the federal district court has entered an order dismissing the State of Oregon as a third-party defendant in the above mentioned case.

As you probably know, this case grew out of the construction of the Rufus-Celilo Falls section I-80N. Morse Bros., the general contractor, sued Superior Asphalt for failure to timely produce adequate quantities of aggregate under its sub-contract. Superior Asphalt filed a third-party complaint against the state alleging that we failed to supply adequate information and also supplied misleading information regarding our Fulton Quarry from which the aggregate was produced. Superior Asphalt alleged damages in the sum of $470,000.

I filed a motion to dismiss with a memorandum of law on the grounds that the federal court lacked jurisdiction under §1332 USC (Diversity of Citizenship) and that the State was immune from the third-party complaint on the basis of the Eleventh Amendment, United States Constitution. The federal district judge has sustained our position.

Superior Asphalt will have a difficult time suing us in the state court. We have no privity of contract with Superior and finalized this contract with Morse Bros. without such a claim being presented.

However, I am sure that Superior Asphalt will eventually try to recover from the state. I am reasonably sure that the remaining litigants will want access to our files and will probably take the deposition of our resident and other personnel. I will continue to work on this file to see that we are not prejudiced during the discovery proceedings.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

ksb

cc: James A. Redden
Jim Durham
Walter Barrie
Carroll Keasey

W. Reid Meritt
Resident Engineer
P. O. Box 420
The Dalles, OR 97058

8226

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 6, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project No. I-80N-3(71)95
Contract No. 8226 - Claim
Celilo - Rufus Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Keasey's letter of November 23, 1977, this will document notice of claim on the subject project.

Costs incurred are reimbursable under the provisions of FHPM 1-4-2.4.

for G.K. Horner
G. L. Green

cc:
C.T. Keasey, Constr
C. Laux, Proj Mgt

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
[illegible] '77
REFER TO
FOR

September 15, 1977

Acker, Underwood, Beers & Smith
Attorneys at Law
200 Century Tower
1201 S.W. Twelfth Avenue
Portland, OR 97205

Attention: Mr. G. Marts Acker

Gentlemen:

We have received a copy of your letter dated September 8, 1977 with attached Notice of Claim on behalf of Joint Venture, Inc., dba JVI indicating that they have a claim of $48,402.80 for labor, materials and expenses against the bond taken from Morse Bros., Inc.

This appears to be in reference to the Morse Bros., Inc. Contract No. 8226, Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

The Secretary of State's office has informed us that your claim was filed in their office on September 12, 1977, and was assigned their file number 5215.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them that this claim has been filed and will also inform Morse Bros., Inc.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant St.
Lebanon, OR 97355

ACKER, UNDERWOOD, BEERS & SMITH
ATTORNEYS AT LAW
200 CENTURY TOWER
1201 S. W. TWELFTH AVENUE
PORTLAND, OREGON 97205

G. MARTS ACKER
LAUREN M. UNDERWOOD
WM. M. BEERS
MILTON R. SMITH

TELEPHONE
(503) 228-4972

September 8, 1977

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

COPY

The Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

RE: Notice of Claim

Dear Sirs:

Enclosed is a notice of claim on performance and payment bond filed on behalf of Joint Venture, Inc., dba JVI. We represent the claimant and request that any inquiries be directed to this office.

Very truly yours,

ACKER, UNDERWOOD, BEERS & SMITH

G. Marts Acker

GMA:jme
Enclosure
cc: The Oregon State Highway Department

RECEIVED
SEP 12 1977
HIGHWAY ACCOUNTING

ACKER, UNDERWOOD, BEERS & SMITH
ATTORNEYS AT LAW
200 CENTURY TOWER
1201 S.W. TWELFTH AVENUE
PORTLAND, OREGON 97205

TELEPHONE
(503) 228-4972

G. MARTS ACKER
LAUREN M. UNDERWOOD
WM. M. BEERS
MILTON R. SMITH

NOTICE OF CLAIM ON RETAINAGE
AND PAYMENT BOND

TO: The Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

Clerk or Auditor
The Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

COPY

Notice hereby is given that the undersigned, Joint Venture, Inc., dba J.V.I., has a claim which includes retainage in the sum of $10,393,73, extra costs for the purchase of additional grout in the sum of $[illegible] and additional labor costs and other expenses resulting from [illegible] for labor and materials and winter overtime, price and rate increases for labor and materials and other expenses resulting from a late start and winter [illegible] in the sum of $[illegible] for a total claim of $48,402.80 for labor, materials and expenses furnished and performed by [illegible] against the [illegible] Joint Venture, Inc. as principal and [illegible] Insurance Company of America, a foreign corporation, as surety for the [illegible] work of paving and erecting barriers on the [illegible] Highway (I-[illegible]) in [illegible] section of the [illegible] and Sherman Counties.

Dated this 30 day of August, 1977.

Joint Venture, Inc.
dba J.V.I.

By ________________
[illegible] Davis, President

RECEIVED
SEP 12 1977
HIGHWAY ACCOUNTING

NOTED
[illegible] W. HEAD

8226

8

August 26, 1977

Mr. Roger L. Dick
Dick & Dick
Attorneys at Law
601 Washington Street
The Dalles, OR 97058

Dear Mr. Dick:

Thank you for your letter of August 24 with the attached Release of Claim from B & B Towing stating that they have been paid in the amount of $1,525.00.

Our records indicate that this is in connection with the Morse Bros., Inc. Contract No. 8226, Celilo-Rufus Section project in Wasco and Sherman Counties.

This information will be noted in our records and we will advise the surety and the prime contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

[illegible]ED O[illegible]
[illegible]

DICK & DICK
ATTORNEYS-AT-LAW
601 WASHINGTON STREET
TELEPHONE 296-2152
THE DALLES, OREGON
97058

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK
JAMES M. HABBERSTAD

August 24, 1977

Mr. C.W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: B & B Towing - Morse Bros.
(R.S.W. Construction)
Project No. 8226 "Celilo to Rufus"

Dear Mr. Head:

I am enclosing photocopy of your letter of March 17, 1977, acknowledging filing of lien claim notice. Please be advised that B & B Towing has been paid the sum of $1,525.00, the amount due and owing to them under the claim.

I am enclosing a "Release" signed by B & B Towing for your purposes.

Yours truly,

Roger L. Dick

RLD:mkm
Enclosure

cc: Safeco Insurance Co. of America
1500 SW First Avenue
Portland, OR 97201

Morse Bros.
P.O. Box 7
Lebanon, OR 97355

Charles Flower, Attorney at Law
Suite 2, Yakima Legal Center
303 East "D" Street
Yakima, WA 98901

William Bennett
Suite 604, 620 SW Fifth Avenue
Portland, Oregon 97204

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310 1-378-~~5626~~ 6526

March 17, 1977

Dick & Dick
Attorneys at Law
601 Washington Street
The Dalles, OR 97058

Attention: Mr. Roger L. Dick

Gentlemen:

This will acknowledge receipt of your letter of March 14 with attached Notice of Claim on behalf of B & B Towing stating that they have a claim for labor or materials in the amount of $1,525.00.

From the description given in this notice, this appears to be in reference to the Morse Bros., Inc. Contract No. 8226, Celilo-Rufus Section on the Columbia River Highway in Wasco and Sherman Counties.

The Safeco Insurance Co. of America furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

C. W. Head
C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

RELEASE

The undersigned, B & B TOWING, does hereby acknowledge payment of their Notice of Claim for labor or materials performed or furnished by B & B Towing by virtue of the rental to and use by R.S.W. Construction, a subcontractor for Morse Bros, of a power-driven material moving machine used in the prosecution of the work provided for in contract number 8226, commonly known as the "Celilo to Rufus" project in the sum of $1,525.00, filed March 14, 1977, and does hereby release any claim the undersigned, B & B Towing, may have against Morse Bros., R.S.W. Construction and Safeco Insurance Company of America on account of labor, materials and machine labor, which is the basis of B & B Towing's claim.

Dated this 17 day of August, 1977.

B & B TOWING

By Melroy Brace
Melroy Brace

8

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR
AUG 8 '77
REFER TO
K
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8/8/77
John Bond has discussed this w/Hampton and is researching our files.
CTK

August 5, 1977

Carroll T. Keasey
Construction Engineer
504 Executive House
325 - 13th Street NE
Salem, Oregon 97310

Attention: John A. Bond

Re: Morse Brothers v. Superior Asphalt Concrete Co. v.
State of Oregon, et al, U.S. District Court No.
Civil - 77-437 (17487)
Celio-Ruffus Section, Columbia Highway
Contract No. 8226

Dear Mr. Keasey:

The State Highway Division is a third-party defendant in the above-mentioned case in the Federal District Court in Portland. Superior Asphalt seeks $437,000 damages against the State of Oregon. I enclose herewith a copy of the complaint.

Morse Brothers Inc., the general contractor sued Superior Asphalt and Concrete Co., their subcontractor for $277,494.75. Morse Brothers alleges that Superior Asphalt failed to crush sufficient aggregates to fulfill its contract and also failed to crush the aggregates in a timely manner so that Morse Brothers could perform its contract without disruption and delay.

Superior Asphalt in turn filed this third-party complaint against the State. Superior alleges that we have $50,000 retained from the general contractor and that they have filed a notice of claim against said retainage. They also allege that the State interferred with and delayed the performance of Superior and its subcontractors. They also allege that the State supplied erroneous, deceptive engineering data and information about fit conditions and permits related to the material source used. They then allege that they are damaged in excess of $470,000.

From preliminary information I understand that Superior had substantial problems in producing their rock and that their operation was closed down on one or more ocassions by the Federal Mine Saftey people. It will be necessary for us to review our records and recollection pertaining to our relations with the contractor and subcontractor pertaining to the material source. I would appreciate and suggest that Mr. Bond review our construction division records and supply copies of pertinent records including a copy of the contract and the plans and specifications. I would also appreciate his coordinating the review and collection of the pertintent data from our regional and resident engineer's offices. We appear to have a major case on our hands.

Thank you for your cooperation.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

lr
enclosure
cc: H. F. Colter
State Highway Engineer
129 Transportation Building
Salem, Oregon 97310

Carl M. Williams
Regional Engineer
P.O. Box 1249
Bend, Oregon 97701

W. Reid Meritt
Resident Engineer
P.O. Box 420
The Dalles, Oregon 97058

THIRD-PARTY SUMMONS IN A CIVIL ACTION Service accepted 10:35 a.m. 1-24-77

CIV. 22A (Rev. 71)

United States District Court

FOR THE

DISTRICT OF OREGON

RECEIVED
1977
LEGAL

CIVIL ACTION FILE NO. 77-431

MORSE BROS, INC. an Oregon Corporation

Plaintiff

v.

SUPERIOR ASPHALT AND CONCRETE CO., a Washington Corporation; MARYLAND CASUALTY CO., a foreign Corporation

Defendant and Third-Party Plaintiff

v.

ILLROY and JOAN BRACE, husband and wife, d/b/a B & B TOWING; URDEL L. and BONNIE LAY, husband and wife, and JOHN L. and BERNICE OSBORN, husband and wife, a partnership d/b/a LAY and OSBORN DRILLING & BLASTING; JOINT VENTURE, INC., a Washington corporation; PANHANDLE CONSTRUCTION CO., INC., an Oregon corporation; SAFECO INSURANCE CO. OF AMERICA, a foreign corporation; THE STATE OF OREGON,

Third-Party Defendants

SUMMONS

To the above-named Third-Party Defendants:

You are hereby summoned and required to serve upon Phil Cass, Jr.

Plaintiff's attorney, whose address is South Park Building, Suite 200, 101 East Broadway, Eugene, Oregon 97401

and upon J. William Bennett

who is ~~attorney~~ one of the attorneys for the above-named defendant and third-party plaintiff, and whose address is Suite 604, 620 S.W. Fifth Avenue, Portland, Oregon 97204

an answer to the third-party complaint which is herewith served upon you within 20 days after the service of this summons upon you exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the third-party complaint. There is also served upon you herewith a copy of the complaint of the plaintiff. You have the option of answering or not answering the plaintiff's complaint, *unless* (1) this is a case within Rule 9(h), *and* (2) the third-party plaintiff is demanding judgment against *you* in favor of the original plaintiff under the circumstances described in Rule 14(c), in which situation you are required to make your defenses, if any, to the claim of plaintiff as well as to the claim of the third-party plaintiff.

ROBERT M. CHRIST
Clerk of the Court

MORSE BROS, INC. an Oregon Corporation

Plaintiff

v.

SUPERIOR ASPHALT AND CONCRETE CO., a Washington Corporation; MARYLAND CASUALTY CO., a foreign Corporation

Defendant and Third-Party Plaintiff

v.

MILROY and JOAN BRACE, husband and wife, d/b/a B & B TOWING; URDEL L. and BONNIE LAY, husband and wife, and JOHN L. and BERNICE OSBORN, husband and wife, a partnership d/b/a LAY and OSBORN DRILLING & BLASTING; JOINT VENTURE, INC., a Washington corporation; PANHANDLE CONSTRUCTION CO., INC., an Oregon corporation; SAFECO INSURANCE CO. OF AMERICA, a foreign corporation; THE STATE OF OREGON,

Third-Party Defendant s

SUMMONS

To the above-named Third-Party Defendants:

You are hereby summoned and required to serve upon Phil Cass, Jr.

Plaintiff's attorney, whose address is South Park Building, Suite 200, 101 East Broadway, Eugene, Oregon 97401

and upon J. William Bennett

who is ~~attorney~~ one of the attorneys for the above-named defendant and third-party plaintiff, and whose address is Suite 604, 620 S.W. Fifth Avenue, Portland, Oregon 97204

an answer to the third-party complaint which is herewith served upon you within 20 days after the service of this summons upon you exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the third-party complaint. There is also served upon you herewith a copy of the complaint of the plaintiff. You have the option of answering or not answering the plaintiff's complaint, *unless* (1) this is a case within Rule 9(h), *and* (2) the third-party plaintiff is demanding judgment against *you* in favor of the original plaintiff under the circumstances described in Rule 14(c), in which situation you are required to make your defenses, if any, to the claim of plaintiff as well as to the claim of the third-party plaintiff.

ROBERT M. CHRIST
Clerk of the Court

Deputy Clerk

Dated: July 24 1977

[Seal of Court]

Note: This summons is issued pursuant to Rule 14 of the Federal Rules of Civil Procedure, as amended July 1, 1966.

THIRD-PARTY SUMMONS IN A CIVIL ACTION Serv. accepted 10:35 a.m. - 6-24-77 - CIV. 22A (Rev. 7/1)

United States District Court

FOR THE

DISTRICT OF OREGON

RECEIVED
JUL 2 1977
LEGAL

CIVIL ACTION FILE No. 77-431

MORSE BROS, INC. an Oregon Corporation

Plaintiff

v.

SUPERIOR ASPHALT AND CONCRETE CO., a Washington Corporation; MARYLAND CASUALTY CO., a foreign Corporation

Defendant and Third-Party Plaintiff

v.

MILROY and JOAN BRACE, husband and wife, d/b/a B & B TOWING; URDEL L. and BONNIE LAY, husband and wife, and JOHN L. and BERNICE OSBORN, husband and wife, a partnership d/b/a LAY and OSBORN DRILLING & BLASTING; JOINT VENTURE, INC., a Washington corporation; PANHANDLE CONSTRUCTION CO., INC., an Oregon corporation; SAFECO INSURANCE CO. OF AMERICA, a foreign corporation; THE STATE OF OREGON,

Third-Party Defendant s

SUMMONS

To the above-named Third-Party Defendants:

You are hereby summoned and required to serve upon Phil Cass, Jr.

Plaintiff's attorney, whose address is South Park Building, Suite 200, 101 East Broadway, Eugene, Oregon 97401

and upon J. William Bennett

who is ~~attorney~~ one of the attorneys for the above-named defendant and third-party plaintiff, and whose address is Suite 604, 620 S.W. Fifth Avenue, Portland, Oregon 97204

an answer to the third-party complaint which is herewith served upon you within 20 days after the service of this summons upon you exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the third-party complaint. There is also served upon you herewith a copy of the complaint of the plaintiff. You have the option of answering or not answering the plaintiff's complaint, *unless* (1) this is a case within Rule 9(h), *and* (2) the third-party plaintiff is demanding judgment against *you* in favor of the original plaintiff under the circumstances described in Rule 14(c), in which situation you are required to make your defenses, if any, to the claim of plaintiff as well as to the claim of the third-party plaintiff.

ROBERT M. CHRIST

MORSE BROS, INC. an Oregon Corporation

Plaintiff

v.

SUPERIOR ASPHALT AND CONCRETE CO., a Washington Corporation; MARYLAND CASUALTY CO., a foreign Corporation

Defendant and Third-Party Plaintiff

v.

MILROY and JOAN BRACE, husband and wife, d/b/a B & B TOWING; URDEL L. and BONNIE LAY, husband and wife, and JOHN L. and BERNICE OSBORN, husband and wife, a partnership d/b/a LAY and OSBORN DRILLING & BLASTING; JOINT VENTURE, INC., a Washington corporation; PANHANDLE CONSTRUCTION CO., INC., an Oregon corporation; SAFECO INSURANCE CO. OF AMERICA, a foreign corporation; THE STATE OF OREGON,

Third-Party Defendants

SUMMONS

To the above-named Third-Party Defendants:

You are hereby summoned and required to serve upon Phil Cass, Jr.

Plaintiff's attorney, whose address is South Park Building, Suite 200, 101 East Broadway, Eugene, Oregon 97401

and upon J. William Bennett

who is ~~attorney~~ one of the attorneys for the above-named defendant and third-party plaintiff, and whose address is Suite 604, 620 S.W. Fifth Avenue, Portland, Oregon 97204

an answer to the third-party complaint which is herewith served upon you within 20 days after the service of this summons upon you exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the third-party complaint. There is also served upon you herewith a copy of the complaint of the plaintiff. You have the option of answering or not answering the plaintiff's complaint, *unless* (1) this is a case within Rule 9(h), *and* (2) the third-party plaintiff is demanding judgment against *you* in favor of the original plaintiff under the circumstances described in Rule 14(c), in which situation you are required to make your defenses, if any, to the claim of plaintiff as well as to the claim of the third-party plaintiff.

ROBERT M. CHRIST
Clerk of the Court

Deputy Clerk

Dated: July 27, 1977

[Seal of Court]

Note: This summons is issued pursuant to Rule 14 of the Federal Rules of Civil Procedure, as amended July 1, 1966.

STATE OF WASHINGTON }
County of Yakima } ss

The undersigned, being first duly sworn, on oath states that on this day affiant deposited in the mails of the United States of America a properly stamped and addressed envelope directed to the attorneys of record for plaintiff(s) ~~[illegible]~~ containing a copy of the document to which this affidavit is attached.

Subscribed and sworn to before me this ...... day of ...... 197...

Chas C. Flower
Notary Public in and for the State of Washington, residing at Yakima.

Phil Cass, Jr.
Young, Horn, Cass & Scott
South Park Building, Suite 200
101 East Broadway
Eugene, Oregon 97401
Telephone: (509) 687-1515
Attorneys for Plaintiff.

Charles C. Flower
303 East "D" Street, Suite 2
Yakima, Washington 98901
Telephone: (509) 248-9084
Attorney for Defendants.

William Bennett
620 S.W. Fifth, Suite 604
Portland, Oregon 97204
Telephone: (503) 226-0111
Local Counsel for Defendants.

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

MORSE BROS., INC.,)
an Oregon corporation,)
)
Plaintiff,) Civil No. 77-431
)
vs.) ANSWER, COUNTER-CLAIM AND
) THIRD-PARTY COMPLAINT
SUPERIOR ASPHALT AND CONCRETE)
CO., a Washington corporation;)
MARYLAND CASUALTY CO., a)
foreign corporation,)
)
Defendants,)
Third-Party Plaintiffs,)
)
vs.)
)
MILROY and JOAN BRACE, husband)
and wife, d/b/a B & B TOWING;)
URDEL L. and BONNIE LAY, hus-)
band and wife, and JOHN L. and)
BERNICE OSBORN, husband and)
wife, a partnership d/b/a LAY)
AND OSBORN DRILLING & BLASTING)
JOINT VENTURE, INC., a)

Washington corporation;)
PANHANDLE CONSTRUCTION CO.,)
INC., an Oregon corporation;)
SAFECO INSURANCE CO. OF)
AMERICA, a foreign corporation)
THE STATE OF OREGON,)
)
Third-Party Defendants.)

COME NOW Defendants and allege:

I.

Answering Plaintiff's First Claim for Relief, Defendants admit paragraph I, II and V except Defendant's deny any sum is due and owing from Maryland to Plaintiff.

II.

Answering Plaintiff's First Claim for Relief, Defendant denies each allegation of paragraphs III and IV.

III.

Answering paragraph I of Plaintiff's Second Claim for Relief and for Declaratory Judgment, Defendant re-alleges paragraphs I and II above.

IV.

Answering Plaintiff's Second Claim for Relief and for Declaratory Judgment, Defendant denies each allegation of paragraphs I through and including VIII.

FURTHER ANSWERING PLAINTIFF'S COMPLAINT AND AS AFFIRMATIVE DEFENSES TO IT, Defendants allege Plaintiff's alleged claim of damages, loss or injury, if any, is invalid and unenforceable because said damages, loss or injury were intentionally or negligently and proximately caused, contributed to and assumed by Plaintiff or Third parties other than Defendants, estoppel, failure of consideration,/impossibility, laches, payment, release, the statutes of frauds and limitations and waiver.

Further answering Plaintiff's "Action for Damages, Breach of Contract and Declaratory Judgment" and as a Counter Claim to it, Defendant-Superior Asphalt and Concrete Co. (herein "Superior") alleges:

I.

Plaintiff is an Oregon corporation with its principal office in Lebanon, Oregon. Defendant-Superior is a Washington State corporation qualified to do business in the State of Oregon. Safeco Insurance Co. of America (herein "Safeco") is a corporation doing business in Oregon. The Oregon State Highway Department (herein "State") is an administrative agency of the State of Oregon. All acts of Plaintiff, Safeco and State were performed by, for and in behalf of them by their agents, employees and representatives acting within the course and scope of their employment and authority. The amount in controversy exclusive of interest and costs exceeds $10,000.00. This Court has jurisdiction under 28 U.S.C. Section 1332.

II.

Plaintiff entered into a contract with State for the performance of construction work under State's contract number 8226, commonly known as Celio-Rufus Section of Columbia River Highway, Wasco and Sherman Counties, Oregon. Plaintiff as principal and Safeco as surety executed and delivered to State a performance and payment bond for the protection and payment of all persons including Superior supplying work, labor, equipment and materials in the prosecution and completion of State's contract. Copies of the contract and bond are in the parties' possession and are incorporated herein.

III.

Superior supplied and stock piled the crushed aggregate-rock material required by Plaintiff for the performance of contract number 8226 and completion of the project. There is past due and owing to Superior for its crushing, stock piling and supply of equipment, machinery and materials after allowance for all just credits and offsets, a sum now thought to exceed $159,262.13 plus interest at the legal rate from until paid. which will be established at trial and for which demand has been made and refused.

IV.

Pursuant to Oregon State statute, Superior timely filed Notice of Claim of Lien against the retained percentage fund held by State. The parties have in their possession copies of the Notice and Claim of Lien which is incorporated herein.

V.

In addition, on the same project and in breach of the parties' Agreement, Plaintiff without Superior's authorization incurred costs and expenses for work, materials and penalties which have been charged to Superior in the sum of $277,494.75.

VI.

As a direct and proximate result of Plaintiff's breach of the parties agreement of which Superior has performed all conditions precedent and Plaintiff's unauthorized charges, Superior has been damaged in a sum now thought to exceed $436,756.88 which will be more particularly established at trial.

Further answering Plaintiff's Complaint and as a Third-Party Complaint, Defendant-Superior alleges:

I.

Superior Asphalt and Concrete Co. (herein "Superior") is a Washington State corporation qualified to do business in the State of Oregon. Third-Party Defendants, Milroy and Joan Brace, are a marital community residing in Wasco County, Oregon. Third-Party Defendant, Urdel and Bonnie Lay and John and Bernice Osborn, are marital communities residing in Baker County, Oregon, doing business as Lay and Osborn Drilling & Blasting. Joint Venture, Inc. is a foreign corporation with its principal office in Coos Bay, Oregon. Panhandle Construction Co., Inc. (herein "Panhandle") is an Oregon corporation. The Oregon State Highway Department (herein "State") is an administrative agency of the

State of Oregon. All acts of Third-Party Defendants herein alleged were performed by, for and in behalf of them by their agents, employees and representatives acting within the course and scope of their employment and authority. The amount in controversy exclusive of interest and costs exceeds $10,000.00. This Court has jurisdiction under 28 U.S.C. Section 1332.

II.

Superior sub-contracted portions of Oregon State Highway Department contract number 8226 to Third-Party Defendants, Panhandle and Lay and Osborn, who agreed to properly blast, crush and stock pile rock aggregate material.

Panhandle and Lay and Osborn negligently or intentionally failed to perform and breached their sub-contract-agreements with Superior proximately resulting in damages to Superior in an amount now thought to exceed $437,000.00, which will be more particularly established at trial.

III.

Third-Party Defendants, Brace and Joint Venture, Inc., have claimed money due and owing for materials and services supplied to Superior or its sub-contractors, Panhandle and Lay and Osborn, as well as damages in the amount of $28,544.47 resulting from the performances of Superior, Panhandle or Lay and Osborn. Panhandle has also improperly claimed $55,436.86 for alleged money due and owing from Superior.

As a direct and proximate result of the Brace, Panhandle and Joint Venture, Inc. claims, Plaintiff-Morse has improperly withheld from Superior and Superior has been damaged in an amount now thought to exceed $82,981.33. The claims and obligations of Brace, Joint Venture, Inc. and Panhandle against Superior and Plaintiff-Morse create justiciable issues within the Court's jurisdiction.

IV.

In addition to its possession of approximately $50,000.00 of retained contract number 8226 funds against which Superior has filed a Notice of Claim for money past due and owing from Plaintiff-Morse as above-alleged, Third-Party Defendant-State negligently, intentionally and improperly:

(1) interfered with and delayed the performances of Superior and its sub-contractors, and

(2) supplied erroneous, deceptive engineering data and information about pit conditions and permits, all materially, substantially altering and changing the contract obligations and conditions of Superior and its sub-contractors proximately resulting in damage to Superior in an amount now thought to exceed $470,000.00, which will be more particularly established at trial.

V.

If Plaintiff is awarded judgment against the Defendants-Superior and Maryland, Defendants will be damaged in the amount of said judgment as well as reasonable attorney fees and costs incurred herein, are entitled and should be awarded indemnity from and a like judgment over and against Third-Party Defendants and each of them.

WHEREFORE, Defendants-Superior and Maryland pray Plaintiff's Complaint against them be dismissed with prejudice and without costs, Defendants be awarded judgment against Plaintiff, Safeco on its bond above described and the State of Oregon on contract number 8226 retained funds for an amount now thought to exceed $159,262.13 plus interest at the legal rate from until paid which will be established at trial plus an additional amount of $277,494.75 for unauthorized costs and expenses charged to Superior, against the State of Oregon for an amount now thought to exceed $470,000.00, which will be more particularly established at trial, against Third-Party Defendants-Brace, Panhandle and

Joint Ventures, Inc. denying and quieting their claims against Superior, or in the alternative, if Plaintiff is awarded judgment against Defendants, Defendant-Superior as Third-Party Plaintiff be awarded indemnity and a like judgment over and against Third-Party Defendants, individually, as marital communities and each of them in the amount of said judgment plus Defendant's costs and disbursements incurred herein together with such further and greater relief deemed appropriate by the Court.

DATED: July 22, 1977.

Charles C. Flower

CHARLES C. FLOWER,
Attorney for Defendants-
Superior and Maryland.

Phil Cass, Jr.
YOUNG, HORN, CASS & SCOTT
South Park Building, Suite 200
101 East Broadway
Eugene, Oregon 97401
Telephone: (503) 687-1515

Attorneys for Plaintiff

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF OREGON

MORSE BROS., INC.
an Oregon corporation

Plaintiff

vs.

SUPERIOR ASPHALT AND CONCRETE CO.,
a Washington corporation

Defendant

and

MARYLAND CASUALTY CO.,
a foreign corporation

Defendant

Civil No. 77-131

ACTION FOR DAMAGES
BREACH OF CONTRACT AND
DECLARATORY JUDGMENT

(Diversity)

FIRST CLAIM FOR RELIEF

I

STATEMENT OF JURISDICTION

Plaintiff is an Oregon corporation having its principal place of business in Oregon. Defendant Superior Asphalt and Concrete Co. (Superior) is a Washington corporation having

YOUNG, HORN, CASS & SCOTT
ATTORNEYS AT LAW
SOUTH PARK BUILDING, SUITE 200
101 EAST BROADWAY
EUGENE, OREGON 97401
687-1515

its principal place of business outside Oregon. Maryland Casualty Co. (Maryland) is a foreign insurance company having its principal place of business outside Oregon. The amount in controversy exclusive of interest and costs exceeds $10,000.00. This court has jurisdiction under 28 USC § 1332.

II.

Plaintiff was the general contractor on Contract 8226 for the Oregon State Highway Department. On July 14, 1975, Plaintiff subcontracted a portion of Contract 8226 to Superior, generally the crushing and stockpiling of aggregates.

III.

Superior failed to perform and breached its subcontract in many particulars, including failure to crush suffici aggregates, failure to crush aggregates in a timely manner so that Plaintiff could perform its contract without [illegible] disruption and delay and failure to perform its subcontract in sufficient time to allow [illegible] to complete its prime contract with the OSHD.

IV.

As a result of Superior's breaches as alleged in Paragraph III, Plaintiff incurred extra costs and was damaged in the amount of $277,494.75. Plaintiff has withheld funds from Superior in the amount of $159,262.13 and there is now due and owing Plaintiff from Superior the sum of $118,232.62 with interest at 6% from June 1, 1977, until paid.

///

V.

Maryland, as surety for Superior, issued, on August 11, 1975, its bond to Plaintiff in the penal sum of $394,840.00, to the effect that Superior would perform and fulfill its subcontract with Plaintiff. There is now due and owing from Maryland to Plaintiff the sum of $118,232.62 with interest at 6% from June 1, 1977, until paid.

SECOND CLAIM FOR RELIEF AND FOR DECLARATORY JUDGMENT.

I.

Plaintiff realleges the allegations of its First Claim for relief.

II.

Certain persons have made claim on Plaintiff as principal and on Plaintiffs surety on Plaintiff's bond to the St of Oregon, alleging sums due such persons on account of Superior for labor and materials furnished Superior.

III.

As a part of Superior's contract with Plaintiff, Superior agreed to pay for all material furnished Superior and all work and labor furnished Superior and to indemnify and hold Plaintiff harmless from all claims and suits thereon.

IV.

Maryland, as surety, issued its bond to Plaintiff that Superior would perform all of the covenants, terms and conditions of its contract and would pay for all labor performed and material furnished in the prosecution of Superior's con

V.

Another subcontractor of Plaintiff, Joint Venture, Inc. (JVI) has made demand on Plaintiff for excess costs incurred by JVI in the prosecution of JVI's contract on account of delays, which delays were occasioned by Superior.

VI.

As a part of its contract with Plaintiff, Superior agreed not to delay, interfere with or hinder the work of other subcontractors, including JVI.

VII.

A justiciable controversy exists between Plaintiff and Defendants as to Defendants obligations to Plaintiff.

VIII.

Plaintiff contends Defendants are obligated to defend the claims alleged herein and to indemnify and hold Plaintiff harmless from such claims.

Wherefore Plaintiff demands judgment against Defendants and each of them for the sum of $118,232.62, with interest at 6% from June 1, 1977, until paid, and for Plaintiffs costs and disbursements incurred herein, and for a declaration that Defendants are obligated to Plaintiff to defend, indemnify, and hold Plaintiff harmless from the claims of all persons supplying labor and material to Superior and from the claims of subcontractors whose performance was delayed by Superior.

///

///

YOUNG, HORN, CASS & SCOTT

Phil Cass, Jr.
of Attorneys for Plaintiff

This copy is a correct copy of the whole of the original document with which I have compared it.

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF

J. William Bennett

Attorney for: Defendant and Third-Party Plaintiff

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 28 1977
NORMA PAULUS
SECRETARY OF STATE

5202

FILED
JUN 28 1977
NORMA PAULUS
SECRETARY OF STATE

June 27, 1977

Mr. Charles C. Flower
Attorney at Law
303 East "D" Street
Yakima, Washington 98901

Dear Mr. Flower:

This will acknowledge receipt of your letter of June 21 with attached Notice of Claim of Superior Asphalt and Concrete Company indicating that Morse Bros., Inc., owes them $159,262.13 for materials.

From the description given, this appears to be in reference to the Contract No. 8226 for the Celilo-Rufus Section in Wasco and Sherman Counties.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety of the receipt of this Notice of Claim and we will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

HEAD

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Morse Bros., Inc.
Safeco Insurance Co. of America
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUN 29 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED 0
6-29-77
dda

LAW OFFICE OF
CHARLES C. FLOWER
SUITE 2, YAKIMA LEGAL CENTER
303 EAST "D" STREET
YAKIMA, WASHINGTON 98901
(509) 248-9084

June 21, 1977

Mr. Cecil W. Head
Oregon Transportation Commission
121 Transportation Building
Salem, Oregon 97310

RE: Superior Asphalt & Concrete Co. vs. Morse Bros., Inc.
Contract No. OSHD 8226

Dear Mr. Head:

Enclosed are an original and two (2) copies of Superior Asphalt's "Notice of Claim" against Morse Bros., Inc. on the above-numbered contract-job.

Would you please file the original with the Oregon Secretary of State, a copy with your Commission, and send us verification of filing with both agencies.

We appreciate your assistance and cooperation.

Kindest regards,

CHARLES C. FLOWER

CCF:pk

Enclosures

cc: Superior Asphalt
Phil Cass

NOTICE OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon

Oregon State Highway Commission and Department
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, SUPERIOR ASPHALT & CONCRETE CO., a Washington corporation, has a claim now thought to exceed the sum of $159.262.13 against Morse Bros., Inc., an Oregon corporation, East Grant Street, Lebanon, Oregon 97355, and against the bond taken from Safeco Insurance Co. of America, Bond No. 2543650 for the work of Celio - Rufus Section of Columbia River Highway, Wasco and Sherman Counties, Oregon, Contract No. OSHD 8226. This Claim is for crushed, stock piled, aggregate-rock materials supplied, furnished and stock piled by Claimant to Morse Bros., Inc. in its performance of the above-described contract.

In the event the above claim is not settled and paid without an action of the Courts to enforce the same, in addition to the above item, the undersigned claims the sum of $15,926.00 as an attorneys fee and the sum of $2,300.00 to defray costs of such an action.

SUPERIOR ASPHALT & CONCRETE CO.

By: ____________________
ALBERT E. DEATLEY,
President.
P. O. Box 1602
Yakima, Washington 98907

COPY

STATE OF WASHINGTON)
: ss.
County of Yakima)

THIS IS TO CERTIFY that on this _____ day of June, 1977, before me, the undersigned, a duly commissioned Notary Public in and for said county and state, personally appeared ALBERT E. DEATLEY, to me known to be the President of SUPERIOR ASPHALT & CONCRETE CO., a Washington corporation, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath each stated that each was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

NOTARY PUBLIC in and for the State of Washington, residing at Yakima

8226

May 27, 1977

Morse Brothers, Inc.
Post Office Box 7
Lebanon, OR 97355

Gentlemen:

Celilo-Rufus
Contract No. 8226
Request for Time Extension

Your request for 20 days extension of this contract time based on five stop work orders issued by the Resident Engineer, has been reviewed.

The 20 days you request is apparently derived as all of the time covered by the stop work dates. We must question the validity of this in view of the special provision (104.05) in the contract which prohibited lane closures from Friday noon through Sunday. It appears the stop work orders imposed no new limitation on your operations during these week-end periods. We find seven and one-half days involved for time other than that covered by the special provision and are accordingly hereby granting a seven and one-half day time extension. This will leave 69 1/2 days liquidated damages in effect.

If you believe there are other valid reasons to justify an additional time extension, we suggest you submit them to the Resident Engineer (with an analysis of the time involved) for further consideration.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
W. R. Meritt
JAB:fr:ab

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1977

FILE: CON 5 #8226

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Celilo-Rufus
Contract No. 8226
Request for Time Extension

Morse Brothers, Inc. requests 20 days of time extension because of five stop work orders issued by the Resident Engineer over holiday weekends, or other special occasions. The contractor simply adds up all the elapsed time on these five occasions to arrive at his 20 days.

We note, however, that this is one of the projects which includes a special provision which allowed no lane closures after Friday noon through Sunday, so it does not appear appropriate to now extend the time for any of these intervals. After reviewing the actual days of the week involved on the five stop work intervals, we find there are seven and one-half days total on which the contractor was ordered to stop in excess of time covered by the special provisions. All of this time has been counted so far in the day count. We, therefore, recommend a seven and one-half day extension only at this time. The project was completed April 12, 1977 with 77 days liquidated damages accrued at $300 per day. I expect the contractor to review the job history more closely to try to find some other reasons for extension. In the meantime, this seven and one-half days can be granted participating under delegated authority.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAY 24 '77
REFER TO
FOR
Info Inves R/D D/R Sign Att File

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 9, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 420 days, within which to complete our Contract No. 8226, without the assessment of liquidated damages. The said contract is described as follows:

Celilo-Rufus Section - Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Shut down orders issued by W. Reid Meritt, Resident Engineer.

End of workday 5/27/76 to beginning of workday 6/1/76
End of workday 7/1/76 to beginning of workday 7/6/76
End of workday 9/2/76 to beginning of workday 9/7/76
End of workday 9/30/76 to beginning of workday 10/4/76
Ehd of workday 11/23/76 to beginning of workday 11/29/76

Respectfully submitted,

MORSE BROTHERS, INC.
Contractor

By Robert A Christman

CONSENT OF SURETY

Date May 9, 19 77

We, Safeco Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Roland King
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8226 Contractor Morse Bros., Inc.

Highway Columbia River

Section Celilo - Rufus

Kind of Work Paving, Barriers, Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Written stop work orders prohibited the contractor from working. The additional time requested should be granted as per Standard Specifications Section 108.08 (b-1)(3).

Construction Section recommends 7½ days extension of contract time, (stop work order time involved other than that covered by special provision (104.05).

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8226

Project designation Fed. I-80N-3(71)95 State-Federal

Date awarded June 4, 1975

Work started July 18, 1975

Per cent completed 100% April 12, 1977 Date

No. of Calendar/Workdays Allowed 400

No. of Calendar/Workdays Used 475

No. of Added Calendar/Workdays Requested 20

[illegible]

1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 18 1977
NORMA PAULUS
SECRETARY OF STATE

March 17, 1977

FILED
MAR 18 1977
NORMA PAULUS
SECRETARY OF STATE

Dick & Dick
Attorneys at Law
601 Washington Street
The Dalles, OR 97058

3-21-77

Attention: Mr. Roger L. Dick

Gentlemen:

This will acknowledge receipt of your letter of March 14 with attached Notice of Claim on behalf of B & B Towing stating that they have a claim for labor or materials in the amount of $1,525.00.

From the description given in this notice, this appears to be in reference to the Morse Bros., Inc. Contract No. 8226, Celilo-Rufus Section on the Columbia River Highway in Wasco and Sherman Counties.

The Safeco Insurance Co. of America furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this matter has been satisfied.

Very truly yours,

RECEIVED

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc: Secretary of State-Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

DICK & DICK
ATTORNEYS-AT-LAW
601 WASHINGTON STREET
TELEPHONE 296-2152
THE DALLES, OREGON
97058

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK
JAMES M. HABBERSTAD

March 14, 1977

Mr. Cecil Head
Commissioner of Services Superviser
Highway Division
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

I am enclosing three Notices of Claim pursuant to ORS 279.526 et seq on account of labor and materials furnished through a power-driven material moving machine to R.S.W. Construction, a subcontractor to Morse Bros. on the Celilo to Rufus project, contract number 8226, Morse Bros. being the contractor. My client had a direct contractual relationship with the aforementioned R.S.W. Construction. My client who signed the claim is B & B Towing. The notices of claim are in the amount of $1,525.00, which remains unpaid.

I have been advised by The Dalles State Highway Division Engineers' office and by Mr. Warren Richardson of the Salem office that no acceptance of the work by affirmative action has been made and that the job is still in progress. I am also advised that you are the clerk or auditor of the Highway Division, Oregon Department of Transportation, who let the contract and that you will file the notice of claim of lien both with the Secretary of State and with the Highway Division, Oregon Department of Transportation, which is the public body that let the contract. I am also advised that you will notify the bonding company of the notice of claim.

If I am mistaken in any of the information, that is, as to the number of the contract, the name of the principal contractor, the name of the public body that let the contract or the bonding company, would you please advise me immediately. We obtained this information from the Salem office of the Highway Division.

In any event, would you please confirm this letter and advise me if the notice of claim is correct and that it has been filed with the Secretary of State and with the clerk or auditor of the public body that let the contract.

If there is any other information I should have, would you please give it to me.

Yours truly,

RLD:mkm
Enclosures

RECEIVED
MAR 15 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: HIGHWAY DIVISION OF STATE DEPARTMENT OF TRANSPORTATION

Notice is hereby given that the undersigned, B & B TOWING, The Dalles, Oregon, has a claim for labor or materials performed or furnished by B & B Towing by virtue of the rental to and use by R.S.W. Construction, a subcontractor for Morse Bros. of a power-driven material moving machine used in the prosecution of the work provided for in the contract in the sum of $1,525.00 against the bond taken from Morse Bros. as principal and Safeco Insurance Company of America, surety, for the work of the use and operation of said power-driven machinery and moving of materials in the prosecution of work contract number 8226, believed to be referred to as "Celilo to Rufus" project, being the project and work concerning which the bond was taken.

B & B TOWING

By Melroy Brace
Melroy Brace
c/o Dick & Dick, Attorneys at Law
601 Washington Street
The Dalles, Oregon 97058
Phone: 296-2152

RECEIVED
MAR 15 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON)
) ss.
County of Wasco)

March 14, 1977

Personally appeared the above named MELROY BRACE and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me: Marsha B. Morrison
Notary Public for Oregon
My commission expires 9-22-79

[illegible]

February 8, 1977

Mr. Larry Arnold, Accountant
Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Dear Mr. Arnold:

We are returning the Kemper Corporation's check #EB058-424 in the amount of $2,973.96 for the repairing of guardrail damage on the Celilo-Rufus Section.

Our Highway Accounting Office has informed us that they cannot endorse this check over to Coral Corporation.

Mr. Sollis, Assistant Attorney General, suggested that you contact the Kemper Corporation and ask them to issue a new check payable to Coral Corporation. Mr. Sollis indicated that we can sign a release if necessary.

I'm sorry that I did not know last Friday that no one in our Accounting Department could endorse the check.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

February 4, 1977

Oregon State Highway Division
121 Transportation Bldg.
Salem, OR 97310

ATTN: Cecil Head

Dear Mr. Head:

Enclosed is Kemper Corporation's check #EB058-424 in the amount of $2,973.96 for repairing the guardrail damage on Celilo-Rufus Section, Contract #8226 which was made payable to Coral Corporation and State of Oregon Highway Department.

Please endorse and return this check to us as we discussed in our telephone conversation this morning. Thank you for your assistance in this matter.

Sincerely,

Larry Arnold
Accountant

LA/sls

Enclosure

RECEIVED
FEB 8 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8226

1

January 11, 1977

Panhandle Construction Co.
P. O. Box 157
Ukiah, OR 97880

1-11-77

Attention: Tom Mabbott
President

Gentlemen:

This is to acknowledge receipt of a copy of your claim letter dated December 29, 1976, advising that you have a claim on the bond taken from Morse Bros., Inc., in the amount of $55,436.86.

This appears to be in connection with the Morse Bros., Inc., Contract No. 8226, Celilo-Rufus Section, Columbia River Highway in Wasco and Sherman Counties.

The Safeco Insurance Company of America furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter.

The Secretary of State's office has informed us that your claim was filed in their office on January 3, 1977, and was assigned his File No. 5169.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Morse Bros., Inc.
E. Grant St.
Lebanon, OR 97355

December 29, 1976

CERTIFIED

Secretary of State
State of Oregon
Salem, Oregon 97310

Morse Bros., Inc.
P. O. Box 205
Harrisburg, Oregon

Clerk
Oregon State Hwy. Division
Department of Transportation
307 Highway Bldg.
Salem, Oregon 97310

RECEIVED
DOT OPERATIONS
[illegible] '76
REFER TO
FOR
Info

RE: Security Claim - Oregon State Hwy. Division Contract No. 8226 for Celilo-Rufus Section of Columbia River Highway I-80 with Morse Bros., Inc.; Secretary of State File No. 5080

Gentlemen:

Notice is hereby give that the undersigned, Panhandle Construction Co., Inc., has a claim on the bond taken from Morse Bros., Inc. with Safeco as surety in the net sum of $55,436.86.

The claim arises out of a contract executed January 10, 1976, between Panhandle Construction Co. and Superior Asphalt & Concrete Co., a subcontractor to Morse Bros. in the captioned contract. Under the contract with Superior Asphalt & Concrete Co., Panhandle Construction Co. provided equipment and services for rock crushing and stockpiling for which Panhandle earned a fee of $140,979.14. In addition, Panhandle Construction rented a caterpillar tractor to Superior Asphalt at a rate of $49.50 per hour for a total rental fee to Panhandle of $20,286.00, and a total owing for tractor rental and crushing services of $161,265.14. Panhandle has been paid by Superior $30,951.00, and Superior paid various expenses to operate equipment of Panhandle on the project totaling $74,877.28, leaving a net claim owing by Superior to Panhandle of $55,436.86.

PANHANDLE CONSTRUCTION CO.

By Tom Mabbott
TOM MABBOTT, President

TM/kw

cc: Superior Asphalt & Concrete Co.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-3(71)95
Celilo - Rufus Section
Precast Concrete Barrier

DATE: May 28, 1976

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

RECEIVED
JUN 2 1976
DOT Operations

[illegible]

Mr. Versteeg's letter, dated May 13, 1976, answered several of the questions in our April 6th letter. However, it appears that our letter did not correctly express our concerns about the median barrier manufacture in The Dalles.

We are concerned that adequate engineering control over the manufacturing operation has not been verified. For instance, your specifications state that the units shall be steam cured "for such time and at such temperature as necessary to keep shrinkage cracks to a minimum and to develop specified strength". The field has required the manufacturer to furnish a recording thermometer with which they are able to monitor the steam cure temperature. They do not have any criteria, however, to determine what is an adequate cure. Is 150 degrees for 12 hours enough or would 120 degrees for 6 hours be enough. They are taking concrete cylinders on every other day's pour which satisfies your sampling criteria. These are sent to Salem and given a standard 28 day laboratory cure. The lab cure strength tells you that there was cement in the mix but does not tell you the strength of the steam cured units.

We suggest that on this and future work you set up tighter engineering controls to assure compliance with your 4500 psi strength requirement. Initially some cylinders should be steam cured and a steam curing procedure determined. This would require a recording thermometer. Then a relationship can be established between steam cured and lab cured samples so control can be maintained by the latter, if you desire, as long as the procedure did not change.

On this project curing has been established as 12 hours at 150 degrees ± according to prestressed concrete specifications. A concrete mix with an extra 0.9 sack of cement was being used. This should have resulted in an acceptable strength, but it is not known. On the day of our inspection the proper mix was used, but the cure was only 80 - 90 degrees for 12 hours. This was contrary to the established procedures. They were able to strip and move the units but it is not known if the strength meets the 4500 psi requirement. This pour demonstrates the reason for our concern.

Versteeg
Investigate
& R/Q
EOH

We believe that a procedure could be adopted which results in less cement per unit. If a dollar could be saved on each unit the job total would be quite large when you consider the thousands of units to be cast.

Please issue a procedure to be followed in precasting median barriers to ensure good engineering control. We suggest you consult with your people who inspect daily in the casting yards for ideas. And lastly, we suggest that you study your product and modify the specifications (possibly less cement) to obtain the cheapest acceptable product.

G. L. Green

8 2 : 1

TO BE COMPLETED BY FHWA	J.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-185	5 [illegible]	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco & Sherman
MODIFICATION NUMBER 1	STATE COPY	Project Number I-80N-3(71)95

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,548,718	$ 3,548,718
Federal funds	$ 3,274,756	$ 3,548,718
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 273,962."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

2226

Form Approved; O.M.B. No. 04-R2089 R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6/13/75	STATE Oregon COUNTY Wasco and Sherman PROJECT NO. I-80N-3(71)95 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Celilo to Rufus

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-7-75	13.949
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 3,548,718	FEDERAL FUNDS $ 3,274,756

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)
G. L. Green
Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1975

Federal-aid Project
No. I-80N-3(71)95 Safety

CELILO-RUFUS SECTION
COLUMBIA RIVER HIGHWAY
WASCO AND SHERMAN COUNTIES

Project Agreement Estimate.

Type Code 6201
Roadway Paving (Sta. 80+00 thru Eq. 715+28.95 Bk. = 69+51.32 Ah. to Sta. 170+75)

Aggregate Shoulders	27,000 ton	4.00	$ 108,000.00
Class "C" Asphalt Concrete Mixture	115,400 ton	5.50	634,700.00
Class "E" Asphalt Concrete Mixture	38,000 ton	6.00	228,000.00
Asphalt Cement in Mixture	10,200 ton	74.00	754,800.00
Portland Cement Additive in Class "E" Mixture	380 ton	55.00	20,900.00
Aggregates in Asphalt Macadam	130 cu.yd.	25.00	3,250.00
AR-2000 Asphalt in Asphalt Macadam	8 ton	320.00	2,560.00
Asphalt in Seal Coat	5 ton	320.00	1,600.00
Asphalt in Tack Coat	280 ton	125.00	35,000.00
Membrane Waterproofing, Bridge No. 8934	1,286 sq.yd.	5.25	6,751.50
Membrane Waterproofing, Bridge No. 2133A	1,744 sq.yd.	5.25	9,156.00
Membrane Waterproofing, Bridge No. 9232	1,475 sq.yd.	5.25	7,743.75
Membrane Waterproofing, Bridge No. 9232A	1,146 sq.yd.	5.25	6,016.50
Membrane Waterproofing, Bridge No. 9225	568 sq.yd.	5.25	2,982.00
Membrane Waterproofing, Bridge No. 9225A	568 sq.yd.	5.25	2,982.00
Paving Dam	236 lin.ft.	26.25	6,195.00
Expansion Joint and Paving Dam	152 lin.ft.	61.00	9,272.00
			$1,839,908.75

Additional Items		
Permanent Pavement Striping	All Required	$ 6,500.00
Stage Construction Striping	All Required	2,500.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 10,600.00
	Subtotal	$1,850,508.75
	Engineering	185,050.25
	Total	$2,035,559.00

Type Code 6201
Roadway Safety (Sta. 80+00 thru Eq. 715+28.95 Bk. = 69+51.32 Ah. to Sta. 170+75)

Mobilization	All Required		$ 177,000.00
Temporary Protection and Direction of Traffic	All Required		30,000.00
Temporary Signs	1,310 sq.ft.	4.10	5,371.00
Flagmen	1,240 hour	15.00	18,600.00
Oversize Advance Construction Signs	2 only	4,500.00	9,000.00
Removal of Structures and Obstructions	All Required		13,000.00
Ditch Excavation	50 cu.yd.	10.00	500.00
Embankment in Place	23,500 cu.yd.	3.05	71,675.00
Trench Excavation	120 cu.yd.	10.00	1,200.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	1,200 M-gal.	6.00	7,200.00
Furnishing and Installing Grout Pipes	9,000 lin.ft.	5.32	47,880.00
Pumping Grout Mixture	15,000 gal.	1.68	25,200.00
Chemicals in Grout Mixture	15,000 lb.	1.31	19,650.00
15-inch Culvert Pipe	4 lin.ft.	30.00	120.00
18-inch Culvert Pipe	90 lin.ft.	20.00	1,800.00
24-inch Culvert Pipe	16 lin.ft.	25.00	400.00
36-inch Culvert Pipe	26 lin.ft.	50.00	1,300.00
12-inch Sewer Pipe	346 lin.ft.	8.00	2,768.00
Extra for Pipe Under Pavement	42 lin.ft.	12.00	504.00
Concrete Inlets, Type G-1	4 only	400.00	1,600.00
Concrete Inlets, Type G-2MA	12 only	450.00	5,400.00
Concrete Inlets, Type M-E	16 only	600.00	9,600.00
Guard Rail, Type 2A	103,150 lin.ft.	3.05	314,607.50
Guard Rail, Type 3	775 lin.ft.	11.40	8,835.00
Guard Rail Anchors, Type 1	32 only	280.00	8,960.00
Guard Rail Anchors, Type 2	20 only	250.00	5,000.00
Rail End Pieces, Type A	20 only	22.00	440.00
Rail End Pieces, Type B	32 only	52.50	1,680.00
Extra for Guard Rail Bridge Connections	8 only	388.50	3,108.00
Extra for Asphalt Approaches	2 only	200.00	400.00
Extra for Asphalt Paved Rock Surfacing Slopes	15 only	150.00	2,250.00
Concrete Barrier	48,700 lin.ft.	10.94	532,778.00
Adjust Concrete Barrier	400 lin.ft.	10.25	4,100.00
Paved Culvert End Slopes	560 sq.ft.	7.00	3,920.00
Drainage Curbs	1,640 lin.ft.	1.50	2,460.00
Guide Posts	580 only	13.65	7,917.00
Roadside Seeding and Mulching	12 acre	435.00	5,220.00

Signing			
Removal of Existing Sign Installations	All Required		2,810.00
Painted Wood Sign Posts	All Required		2,650.00
Sign Support Footings	All Required		8,790.00
Breakaway Sign Posts	All Required		25,170.00
Exit Number Sign Supports	All Required		1,490.00
Type "A" Signs in Place	229 sq.ft.	16.80	3,847.20
Type "D" Signs in Place	95 sq.ft.	7.35	698.25
Move and Modify Existing Signs	All Required		3,610.00
			$1,402,508.95
Additional Items			
Temporary Erosion Control	All Required		$ 5,000.00
Median Barrier Connection Sta. 80 (E.W.)	All Required		1,000.00
Patch Pavement During Grouting (E.W.)	All Required		1,000.00
On-the-Job Trainees (2 @ $800)	All Required		1,600.00
			$ 8,600.00
	Subtotal		$1,411,108.95
	Engineering		141,110.05
	Total		$1,552,219.00
Credit for Salvaged Guard Rail			(39,060.00)
			$1,513,159.00

Length of Roadway - - - - - - - - - - 13.949 Miles
Cost of Roadway Per Mile (Paving) - $145,928.66
(Safety) - $108,477.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Paving)	$2,035,559.00	$1,878,413.00	$157,146.00
Roadway (Safety)	1,513,159.00	1,396,343.00	116,816.00
Total	$3,548,718.00	$3,274,756.00	$273,962.00

Group 1 - 100%

Contract No. 8226

Prefix No.: 633-1012

CELILO-RUFUS SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$5,000.00

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I 0N-3(71)95

STATE PROJECT NO.
Celilo-Rufus

FROM:
C. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-824

COUNTY NAME
Sherman & Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR
Info | Ives | R/D | D/R | Sign | Ac | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-7-75	4-21-76	Interstate Route 80N

STATE ROUTE NUMBER
Primary Route 2

GENERAL LOCATION:
I80N - Celilo to Rufus

GENERAL DESCRIPTION OF WORK:
Installation of mile posts station 80+00 thru Eq. to station 170+75

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the estimated amount of $650 - Federal Funds $600.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-6-76	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

field

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ON-3(71)(95)
STATE PROJECT NO. Celilo - Rufus
COUNTY NAME Sherman & Wasco
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. I-824

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 5-7-75
DATE AUTHORIZATION EFFECTIVE 4-27-76
FEDERAL ROUTE NUMBER Interstate 80N
STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:
I80N Celilo to Rufus

GENERAL DESCRIPTION OF WORK:
Attach electrodes to reinforcing steel for use in monitoring moisture in deck under membrane waterproofing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the estimated amount of $1,000 - Federal Funds $920.

DATE 4-27-76
SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
TITLE for Division Administrator

PR-1240 (8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Field

1976

Status
Barrier Fabri-
8235

1976. In that
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the subject
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STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 26, 1976

Mr. John Flynn
Concrete Products, Inc.
325 Goodell Lane
Ontario, OR 97914

Re: Materialman Status
The Dalles Barrier Fabrication Plant
Contracts 8122, 8222, 8235

Dear Mr. Flynn:

This letter is to confirm our telephone conversation of April 23, 1976. In that conversation I stated that I considered the material that you have submitted regarding sales, bids, permanent installation, etc., as being adequate documentation that your facility in The Dalles is a permanent material supply plant not covered by the subject contract wages. Although the sales to other than Oregon State Highway Division projects from The Dalles plant have thus far been quite small, your proven willingness to sell to others and your sworn intent to maintain the facility as a permanent plant selling to the public is sufficient proof that you qualify as a materialman.

The resident engineers for the subject projects will be submitting monthly estimates early in May in which the funds withheld from concrete barrier payments will be released. The amount withheld as of the April 1 estimates was $26,326. Due to the time required for handling and processing by the Highway Division and the contractors involved, you can probably expect to receive [illegible] at least in [illegible] or early June.

I am happy to see this matter resolved insofar as The Dalles plant is concerned and hope that you will be able to provide the same type of data in the near future for your facility near Roseburg.

bc: H. S. Coulter
Mary Deits
Jack Sollis
Marion Craft
Robert Sandmann
J. X. Wilson
James McNamee
Josh Sawyer
Reed Meritt

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Labor Compliance Officer

WR:mk

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN.

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 6, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-3(71)95
Celilo - Rufus Section

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

On March 30th and 31st engineers from this office inspected the fabrication of median barrier elements on this project. Four items worthy of note were found:

1. The required strength for the precast concrete is higher than necessary at 4500 psi.
2. There are no contract requirements regulating the use of steam curing.
3. Inadequate steam cure was applied to the pour of 3-30-76.
4. The end details of the units of this project do not match the units being cast on Project I-80N-3(69)63, East Hood River - Rowena Section, and therefore, the units are not interchangeable.

These items are covered in more detail in the attached inspection report. Could we have your comments on these items.

G K Hossner
for G. L. Green

Attachment:
inspection report, Celilo - Rufus Section

RECEIVED
Office of
Assistant State Highway Engineer

NOTED
H. B. [illegible]

RECEIVED
STATE HWY ENGR
APR 9 '76
REFER TO
Vertrees
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			☒			

Box 309
Salem OR 97308

Oregon Project I-80N-3(71)95
Celilo - Rufus Section
Inspection of 3-30-76 and 3-31-76

April 6, 1976

1041BR.1

R. W. Pillsbury, Assistant Division Bridge Engineer

Mr. Dave Carter, Area Engineer

FINDINGS AND RECOMMENDATIONS

1. The specifications call for 4500 psi concrete for the median barrier units. Cast-in-place barriers have served well with 3000 psi concrete. The only reason we can see for the hgiher strength is to be able to move the precast units the next day. This does not seem to be a problem even with inadequate steam curing as explained below. It is recommended that the ultimate strength requirement be reduced and that if there is concern for early strength, that a form stripping strength be specified in addition to the ultimate strength.

2. The Special Provisions state that the median barriers comply with Section 611 of the Standard Specifications. Section 611 states that the concrete shall comply with Section 504 (Concrete). It also states that accelerated curing will be allowed. Nowhere in the cited specifications are there any references to steam curing. The field is attempting to enforce the requirements of Section 504A (Prestressed Concrete) but this has met with some resistance from time to time. It is recommended that steam curing requirements be included in the contract requirements.

3. Concrete test cylinders are being taken on every other pour and satisfy the testing requirements. The cylinders are given a standard ASTM cure. No cylinders are given a steam cure to correlate with the lab cure cylinders. It is therefore impossible to know what the strength of the precast concrete is. On the day of this inspection the steam plant malfunctioned and according to the recording thermometer the temperature was 80 F for 11 hours, reaching 90 F for 3 hours. This is not considered to be an adequate steam cure. It is recommended that the units cast on March 30th be at least tested for strength compliance with a Swiss Hammer before being accepted.

4. In addition to the work on this job, precast median barrier units are also being cast in a nearby plant for Project I-80N-3(69)63, East Hood River - Lowena Section. It was found that the tongue and groove ends of the units from the two plants do not match and therefore are not interchangable. The units for the subject job exactly agree with the plans while those on the adjacent job are different. To get two different units to match up it is necessary to remove portions of the shear keys. It is recommended that all barriers being made from the same plans be interchangable.

R. W. Pillsbury

Attachment:
temp recording graph (2)

cp

#8226

November 21, 1975

Fulton Canyon Quarry, Columbia River Hwy., on the
Celilo--Rufus Section. Re. lease agreement

SEE: AGR 5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXXXXXX
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

August 28, 1975

Mrs. Deborah Ann Cross
P.O. Box 134
Pilot Rock, OR 97868

Re: Claim for tar on vehicle.
Date of Occurence: 7/24/75

Dear Mrs. Cross

I have received a report from the Construction Division indicating that there was no Highway Division or contractor activity in the area of the Interstate Highway in which you advised me your car received tar from the surface of the road. I would appreciate it if you could supply me with any additional information that might pinpoint the exact location of where the occurrence happened.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:hg;ch

cc Scott Coulter
John Bond

RECEIVED
AUG 29 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:CON 5 #8226

Salem, Oregon
August 26, 1975

FROM:
John A. Bond
Construction Administration Engineer

TO:
Jack L. Sollis
Assistant Attorney General

SUBJECT: Tar on Vehicle of
Mrs. Deborah Ann Cross
Celilo-Rufus Section
Contract No. 8226

Herewith correspondence with Region 4 concerning the alleged road tar damage to the Deborah Cross vehicle. There was no asphalt operation from Arlington to Hood River on July 24. In fact on the Celilo-Rufus Section which the complainant specifically cites and on which we have a current contract, there has still been no paving performed. The contract time runs through the 1976 season and work done to now is on subgrade chemical grouting and some minor A.C. patching of small sunken areas. Work on the project only started July 18 and only grouting work was in progress the following week. Attached is a copy of the Weekly Report.

From the information available, nothing would be accomplished in sending the complaint to the Celilo-Rufus contractor.

JAB:fr

Att.

cc: H. S. Coulter

RECEIVED
AUG 27 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
Assistant State Highway Engineer-Operations

DATE: Sugust 4, 1975

FROM: Jack L. Sollis
Assistant Attorney General

JLS

SUBJECT: Tar on vehicle
Celilo-Rufus Construction Job
Contractor: Morse Bros, Inc.
East Grant Street, Lebanon, OR 97355

Attached you will find a copy of a claim from Mrs. Debra Ann Cross relating to tar on her vehicle while passing through a construction area in which Morse Bros. was the contractor. I would appreciate you forwarding this through highway channels to the contractor and ask that they handle this matter immediately with Mrs. Cross.

JLS:ch;hg

cc - Mrs. Debra Ann Cross

8-5-75
[illegible]
[illegible]
8-11-75

RECEIVED
AUG 5 1975
Office of
Assistant State Highway Engineer

Mr. Jack Sollis
Oregon State Highway Dept.
Legal office

July 29, 1975

On thursday July 24th I travelled from Pendleton to Salem. Enroute on 80 N between Rufus and Celilo my car received a great deal of tar from the surface of the road. Workmen were resurfaceing the road , and it required me to travel on the surface. I have enclosed an estimate of $100.00 from Jack's Datsun service department to clean the car of the tar received on that day.

RECEIVED
JUL 30 1975
LEGAL

Deborah Ann Cross
Deborah Ann Cross

Mrs. Deborah Ann Cross
P.O. Box 134
Pilot Rock, Ore. 97868
phone 443-3501
summer address : 1855 Hawthorne
Salem , Ore. 97303
phone 581-9410

Headquarters

DATSUN

JACKS DATSUN SALES
2908 Market Street N.E. -:- Salem, Oregon 97301
Telephone 581-3849

July, 25, 1975

To whom it may concern:

The estimate on cleaning off all the road tar on Don Cross's car would be $100.00.

Sincerely,

JACK'S DATSUN SALES, INC.
2908 MARKET STREET, N.E.
SALEM, OREGON 97301

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-80N-3(71)95

STATE PROJECT NO.: Celilo-Rufus

COUNTY NAME: Sherman and Wasco

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-824

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO Hunter
FOR
Info | Inves | R/D
Inf ✓

NOTED
E. S. HUNTER

DATE PS&E APPROVED: May 7, 1975

DATE AUTHORIZATION EFFECTIVE: May 7, 1975

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: Columbia River Highway Route 2

GENERAL LOCATION:
I-80N Celilo to Rufus

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, sign and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Permanent Striping	$ 6,500
Stage Construction Striping	2,500
On the Job Training	3,200
Temporary Erosion Control	5,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's May 5, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 5-13-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

8336

Transaction ·o. 3-45

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 5-5-75
BY (Signature) L. W. Rulien's April 30, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 824 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
824	I-80N-3(71)95	13.95	4,940,000	4,558,000	Celilo-Rufus Section Wasco and Sherman Counties State of Oregon	Grade, high type Pavement, Sign and Guardrail

MAY 6 '75
REFER TO
Hunter
Info
Inves
R/S
File

REMARKS (Division)

5-6-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-5-75	for G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8326

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 1, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Celilo-Rufus Section
Columbia River Highway
Sherman & Wasco Counties

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 9 : R. S. Hawkins

APPROVED
ESH
E. S. Hunt
Date 5-5-75

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-5-75
ORIGINAL TO
L. W. Rulien
w/att.

3236

Form FHWA 121 (Rev. 5-73)

K

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 1, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-3(-)95
Celilo-Rufus Section
Salvage of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 24 letter we concur that it is in the public interest to salvage guardrail on the above section and that $0.06 per pound is a satisfactory allowance to credit the Federal-aid project for that soil and hardware removed and not reinstalled.

NOTED
E. S. HUNTER

G. L. Green

NOTED
E. JOHNS

cc:
OSHD (Terpin)

HWY ENGR

MAY 5 '75

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

K

Robert W. Straub
XXXXXXXXXX

April 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-3(71)95

We are submitting program data for one Interstate project Item No. 824, Project No. I-80N-3(71)95, "Celilo-Rufus Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 29, 1975.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes, ramps and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's "Yellow Book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

Encl.

[illegible]

Budget Bureau No. 41-R2067; App

U.S. DEP

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-30-75

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-80N, Celilo to Rufus	ADT	PRESENT (66) 5,800	FUTURE (70) 11,500	YEAR (71) (72) 95	REGION 10

STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr., Dr., H.T. Pave., Sign, G-rail.	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 NUMBER 7 I-80-3

CARD

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA 17-31: - -

COUNTY NAME: Wasco & Sherman 065

CODE: 055 (14) (16)

ROUTE NO. I

FEDERAL-AID: I-80N (32)

STATE: 2 (36)

U.S. (37): I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-80N, Celilo to Rufus					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Celilo-Rufus Sec."	13.95	4,940,000	4,558,000	382,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	13.95	4,940,000	4,558,000	382,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS
Additional Data: Item Nos
I-388, I-417 & I-754.
Project Nos. I-80N-3(22), (37), (
respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-30-75

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Celilo to Rufus		5,800	11,500	95	10	Oregon	41	042	824

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Pave., Sign, G-rail.								I-	80-3	(71)	95	N

COUNTY NAME: Wasco & Sherman CODE: 065 | 055

PROGRAM STAGE: ☐ 1 OR ☒ 2

NDS: Interstate

ROUTE NO.: I FEDERAL-AID: I-80N STATE: 2 U.S.: I-80N

- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Celilo to Rufus						Gr., Dr., & H.T. Pave overlay 4-12-ft. lanes, 10-ft. R and 6-ft. L shoulders, 8-4-ft. min. median, safety revisions of roadway slopes, signs, guard-rail, median barrier, minor drainage strs. and other appurtenances. RR Protective services as required. ROW - 300' normal; Access control - full; Parking restrictions-complete.
ROW								
CONST (CODE) (Safety) 6201		"Celilo-Rufus Sec."	13.95	4,940,000	4,558,000	382,000		
		PROJECT TOTALS	13.95	4,940,000	4,558,000	382,000		

ED BY

AM APPROVAL DATES

REMARKS Additional Data: Item Nos. I-195, I-334, I-388, I-417 & I-754.
Project Nos. I-80N-3(22), (37), (44), (45) and (66) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

CELILO-RUFUS SECTION

PROJECT NO. I-80N-3(71)95

Project Data: The work consists of (1) grade, drain, and overlay with H.T. pavement the existing facility consisting of four 12-ft. lanes with 10-ft. right and 6-ft. left shoulders and 8.4-ft. minimum median, (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances. RR protective service as required.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

(b) Dist. 9 Clearinghouse - - - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

FHPM 7-7-2 Requirements: Nonmajor action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under provisions of par. 6c.

(b) Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA orde
7-2(2), on this project will be determined at
stage and the number stipulated in the PS & E

(2) The project qualifies as a "Safety Improvement
under the provisions of FHPM 6-8-2.1 as the wo
than the overlay, is for the correction of fea
identified as hazardous in the AASHTO report,
Design and Operational Practices Related to S

(3) This project is in Congressional District No.

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - - - $2,555,
Safety Revisions (Y codes 002,007,101,106)- - - - 2,385,

Total Est. Cost $4,940,

Wasco County - 22%

Sherman County-78%

CELILO-RUFUS SECTION

PROJECT NO. I-80N-3(71)95

: The work consists of (1) grade, drain, and overlay
vement the existing facility consisting of four 12-ft.
0-ft. right and 6-ft. left shoulders and 8.4-ft. mini-
(2) safety revisions to bring to present Interstate
e roadway slopes, signs, guardrail, median barrier,
ge structures and other appurtenances. RR protective
equired.

equirements:

) State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

b) Dist. 9 Clearinghouse - - - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

Requirements: Nonmajor action project environmental submitted under separate action.

Requirements:

(a) Public Hearings - - - Not required under provisions of par. 6c.

(b) Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - - -	$2,555,000
Safety Revisions (Y codes 002,007,101,106)- - - -	2,385,000
Total Est. Cost	$4,940,000

Wasco County - 22%

Sherman County-78%

1336

Form FHWA 121 (Rev. 5-73)

K

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: April 24, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project I-80N-3(-)95
Celilo-Rufus Section, Sherman & Wasco Counties
Columbia River Highway
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's April 15, 1975 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G POTTER)
EC Sec

APR 30 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

5-1-75
ORIGINAL TO
L.W. Rulien
to handle.

NOTED
A. E. JOHNS

RECEIVED
MAY 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 24, 1975

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn K. Hossner

Re: Celilo-Rufus Section
Columbia River Highway
Wasco and Sherman Counties

NOTED
E. S. HUNTER

Dear Mr. Hossner:

There will be an excess of 89,000 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Fulton Canyon stockpile site at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members being placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the stockpile site as directed.

Wood posts not reinstalled on the project shall become the property of the contractor at the point of removal.

This Federal-aid project will be credited in the amount of money equal to $0.06 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.
2. Extra cost to contractor for separating, hauling and stockpiling in the stockpile site = $0.0425 per pound.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Initially the project will be credited for 651,000 pounds at $0.06 = $39,060.00. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. [illegible]

FE:we
cc: ~~E. S. Hunter~~
L. W. Rulien
D. H. Moehring
C. M. Williams
Fred Eriksen

8336

R

FORM E-30 (REV. 10-6

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 8, 1975

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Celilo-Rufus Section
I-80N

The attached plan and specs for grouting of fill failures should be included on subject project.

Special provisions should specify that this work be done this season since it is desirable that the work set through a winter season prior to paving in order that incidental settlement occurs prior to final paving.

Please include as part of the project.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

GCW:mc

cc E. S. Hunter ✓
L. W. Rulien
C. M. Williams

NOTED
E. S. HUNTER

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8226

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Box 300
Salem OR 97308

SUBJECT:
Oregon Project I-80N-3(-)
Celilo-Rufus Section
Columbia River Highway
Wasco County

DATE: March 27, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Wolfe's March 11, 1975 request for a 2-inch asphaltic concrete overlay, which was provided for as stage construction during the planning of the original project, and a 1-inch open graded plant mix seal for the Celilo-Rufus section is approved.

NOTED
E. S. HUNTER

G. L. Green

cc:
OSHD (C Gregg)

3-31-75
cc: Wolfe
Vetstaeg

RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO
[illegible]
FOR
Info. Inves. R.D. D.R. Sig. A.

RECEIVED
MAR 31 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8227 Corvallis, Albany, Lyons Area 1975
Safety Project on 4 highways
(Guardrail, signing, & illumination

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 028

cc: OSHD Coulter ~~(E Hunter)~~
Wash. D.C. (HHO-32)

STATE COPY

U. EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton & Linn	DIVISION Oregon
DATE OF REPORT 7-14-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. ROS-000S(7)
COMPLETION DATE 9-15-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-14-77	TIME ELAPSED 100 %	CONTRACT TIME 225 cal.days
APPROVED EXTENSIONS 244 cal. days	LOCATION Corvallis, Albany, Lyons area		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS, ALBANY, LYONS AREA SAFETY PROJECTS
CORVALLIS-NEWPORT, PACIFIC WEST, ALBANY-JUNCTION CITY AND ALBANY-LYONS HIGHWAYS=
Safety Improvements

The project consisted of the removal of obstacles which constituted a hazard to vehicles or pedestrians. The work included the installation of traffic signs,highway lighting, guardrail and impact attenuators.

Work on the project was satisfactorily completed on October 11, 1976. The contract was set up for 225 calendar days. The contractor used 469 days to complete the work. An extension of 244 calendar days has been granted with no liquidated damage charges.

The final contract amount was $96,440.50 which is a 6.2% underrun.

7-15-77

COPY SENT
JUL 1 8 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-15-77	TITLE District Engineer	DATE 7-18-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8227(2)

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FPM 20-2 and FPM 40-4)

CARD A — To be completed by Washington Headquarters Personnel

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE Oregon	COUNTY Benton	FEDERAL PROJECT NO. ROS-000S(7)	URBAN	RURAL x

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y101 Y002 Y030	
20	FINAL CONSTRUCTION COST	DOL.	77656	
21	LENGTH OF PROJECT	MILES		

DATE STARTED: November 17, 1975
DATE COMPLETED: October 11, 1976
TOTAL NO. BRIDGES: 0

PART B (To be completed by Contractor. See instructions on reverse) (REMARKS. Attach plain sheet of paper)

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
	30	LABOR — TOTAL MAN HOURS		2497
		LABOR — GROSS EARNINGS		16,921
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	74,234
	9	PETROLEUM PRODUCTS	GAL	495
	1	CEMENT	BBL	
CARD C	2 92	AGGREGATES PURCHASED	TON	99
	3	BITUMINOUS MATERIAL	GAL	
	4	LUMBER	THOU. BD. FT.	.25
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	3,747
	8	STRUCTURAL STEEL	LB.	22,950
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE		34
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	13
	15 95	AGGREGATES PRODUCED	TON CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	299
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	375
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGN	DOL.	67,?74
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	16,394

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 b funds.

Form PR 47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2, Sub Sec 8

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, materials and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State furnished materials should be included with contract quantities and costs of State furnished materials should be added to Item 2- "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL 6, CH 4, SEC. 1; SUB. SEC. 9)

"Final Construction Cost" [illegible] best estimate [illegible] costs incurred [illegible] contractor and State [illegible]

"Length of Project." [illegible] bridge mileage

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar Do not report here, bituminous materials included in Item 12

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 Report timber piling in linear feet regardless of size.

Item 6 - Report by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and [illegible] steel in purchased precast units except concrete pipe [illegible]

Item 8 [illegible] total number of pounds of all structural steel, steel [illegible]

Item 9 [illegible] total number of gallons of all gasoline, diesel oil [illegible]

Item 10 [illegible] of pounds of explosives [illegible]

Item 11 [illegible] total number of [illegible] ready mixed concrete [illegible]

Item 12 [illegible]

Item 13 Report by size, regardless of class, type, gauge or coating, [illegible] drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor

Item 16 [illegible]

Items 17, 18 and 19 [illegible] types of [illegible]

Item 22 [illegible]

Item 23 [illegible]

Item 24 [illegible]

Item 25 [illegible]

Item 26 [illegible]

Item 30 [illegible] worked by and earnings of all [illegible] on the project, including those on operation and maintenance of equipment

*Quantities of steel [illegible] Items 17, 18, 19, 23 and 24 [illegible] be reported unless difficulties are encountered in segregating such quantities [illegible]

FORM PR 47 (REV. [illegible] 74) GPO 881-120

June 14, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $24,400 will be made to Hansen Electric Co. on Contract No. 8227 for work on the Corvallis, Albany, Lyons Area Safety Project in Benton and Linn Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $101,556.15 including the post-final payment. Of the total, $2,670.65 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 23, 1977

Hansen Electric Company, Inc.
P. O. Box 1228
Coos Bay, OR 97420

E. S. HUNTER

cc Keasey
5-31-77
cy Church
Sheldrake
6-1-77

Gentlemen:

Time Extension
Contract No. 8227
Corvallis, Albany, Lyons
Area Safety Projects

In response to your request for a complete time extension of 244 days on this project, we have reviewed it in conjunction with two other projects, also involving the new monotube sign bridge design which were fabricated by Fentron.

We do not believe the reasons stated in your request would be valid for justifying time extension. The choice of fabricators and various considerations as to pricing and delivery of fabricated or manufactured items are matters that a prime contractor makes decisions on that could affect the contract progress. There were apparently no true raw material or source material shortages during this project. A scarcity of labor or equipment is not ordinarily a valid reason, either.

A review of the project record does indicate other valid reasons for extending the contract time (including late work added by Price Agreement 1 and Extra Work Order 3) which would justify extension for the last 47 days counted after the sign bridge was in place. This leaves 197 days' liquidated damages to consider further. We are willing to recognize the extraordinary time involved in the fabrication of the new design sign bridges and the interrelationship of the early projects (including this one) on which it was utilized. We are therefore prepared to grant a complete time extension that would delete all liquidated damages on this project, contingent upon your acknowledgment that all contract claims would be dropped.

If you are agreeable to resolving all the time liquidated damages and contract claims in this manner, please so indicate by signing and returning a copy of this letter.

Very truly yours,

E S Hunter

E. S. Hunter
Deputy State Highway Engineer

Enc.

APPROVED 5-26-77
(date)

BY:

[illegible] ENGR
MAY 31'77
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 16, 1977

In reply refer to: HB.2

SUBJECT: Oregon Project No. I-205-7(28)304
Foster-Causey
Project ROS-000S(7)
Corvallis, Albany, Lyons
Project ORS-000S(6)
Salem-Hubbard Area Safety
Request for time extension

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn : E. S. Hunter, Deputy State Hwy. Engr.

We have reviewed your letter of May 5, 1977, concerning the request for time extensions on the subject projects.

The reasons cited adequately justify a decision to grant an extension of time.

We therefore concur in your recommendation for a complete extension of time for all three projects.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8227 Contractor Hansen Electric Co.

Highway Four

Section Corvallis, Albany, Lyons Area Safety Project.

Kind of Work Guardrail, Signing, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A review of the project record does indicate other valid reasons for extending the contract time including late work added by Price Agreement 1 and Extra Work Order 3, which would justify extension for the last 47 days counted after the sign bridge was in place. This leaves 197 days liquidated damages to consider further.

Further recommend extension for this remaining 197 days to recognize inter-relation with Contract 8127 if contractor will agree to release of all claims.

Recommended for Approval:

Region Engineer

Construction Engineer or ~~Bridge Engineer~~

E S Hunter

~~Deputy~~ State Highway Engineer

Contract No.	8227
Project designation (State-Federal)	RCS-0005(7)
Date awarded	June 4, 1975
Work started	November 17, 1975
Per cent completed (Date)	October 11, 1976
No. of Workdays Allowed	225
No. of Workdays Used	469
No. of Added Workdays Requested	244

SP*19663-734

Form 81-734-3880

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date December 27, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 469 days, within which to complete our Contract No. 8227, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See our letter of December 9, 1976 outlining the causes of delay due to manufacturer's problems.

Respectfully submitted,

Hansen Electric Co.
Contractor

By

CONSENT OF SURETY

Date January 5, 1977

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edith B. Durkoop
Attorney-in-fact
Edith B. Durkoop

(SEAL)

Resident Agent

Hansen Electric Co.

ELECTRICAL CONTRACTORS

1129 S.E. 199th Avenue
Portland, Oregon 97233

TELEPHONE
Office: 665-8196
Mobile: 224-3565-514

December 9, 1976

RECEIVED
DEC 10 1976
RESIDENT ENGR.
R. E. NELSON

Oregon State Highway Division
3700 Philomath Road
Corvallis, Oregon 97330

Attn: Mr. Richard Nelson

Re: OSHD Contract # 8227, Corvallis, Albany, Lyons
Area Safety Project, Our No. 8075

Gentlemen:

We wish to request 244 additioanl calendar days for the completion of contract no. 8227.

The long late delivery of the sign bridge and cantilever signs was the major contributing factor delaying the completion of the project. When they finally arrived, we could not find subcontractors, materials or men to brieng about an immediate completion of the contract.

The attached correspondence from Fentron Highway Products explains why the structures required such a lengthy manufacturing time.

Sincerely,

Russell D. Hansen

Russell D. Hansen
President

RDH:pe

COMMERCIAL – INDUSTRIAL – UTILITY

May 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Foster-Causey, I-205-7(28)304
Contract No. 8127
Corvallis, Albany, Lyons, ROS-000S(7)
Contract No. 8227
Salem-Hubbard Area Safety, ROS-000S(6)
Contract No. 8228

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but significant liquidated damages on each of these contracts come down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

Contract No. 8127, Foster Causey:

10 days for late seeding and mulching on E.W.O. 3.

27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.

37 days for the monotube sign structure changes that could be considered State-requested.

This makes a total of 74 days and leaves 35 days to consider further.

Contract 8227, Corvallis, Albany, Lyons Area Safety:

47 days as the time counted after August 25, 1976 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.

Leaves 197 days to consider further.

Contract 8228, Salem-Hubbard Area Safety:

9 days, P.A. 6, correct sign bridge column lengths.

13 days for the last days counted only for minor items of tightening guardrail bolts, installation of one glare shield and other minor corrective work.

6 days, other change orders.

Total - 28 days; leaves 169 days to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to the State and has a long-range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and

3030

in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgmental what the overall effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges, in addition to being the first of this type, are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is the supplemental information provided by Fentron's representative showing the chronology of their plan, detailing hours and a narrative argument for extensions.

We therefore further recommend granting complete time extensions on all three of these projects if we get an acknowledgment from respective contractors that it would settle all claims. We request your concurrence.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt
John Sheldrake

JAB:fr ja

CON 5 #81
#82
#82

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Area Safety

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1977

FILE: CON 5 #8127
#8227
#8228

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Request for Time Extension on Three Contracts
Contract No. 8127, Foster-Causey
Contract No. 8227, Corvallis, Albany, Lyons
Contract No. 8228, Salem-Hubbard Area Safety

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but a majority of the liquidated damages on each of these contracts comes down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

On 8127, Foster-Causey, 10 days for late seeding and mulching on E.W.O. 3.
27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.
37 days for the monotube sign structure changes that could be considered State-requested.
This makes a total of 74 days and leaves 35 days to consider further.

On 8227, Corvallis, Albany, Lyons Area Safety,
47 days as the time counted after 8-25-76 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.
Leaves 197 days to consider further.

On 8228, Salem-Hubbard Area Safety,
9 days, P.A. 6, correct sign bridge column lengths.

RECEIVED
STATE HWY ENGR
MAY 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13 days for the last days counted only for minor items of tightening guard rail bolts, installation of one glare shield and other minor corrective work.
6 days, other change orders.
Total 28 days and leaves 169 to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. In hindsight, it may have been better to try the new design on a smaller one first.) The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to State and has a long range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgemental what the over-all effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges in addition to being the first of this type are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is supplemental information provided by Fentron's representative showing the chronology of their plan detailing hours and a narrative argument for extensions.

I therefor further recommend that we agree to grant complete time extensions on all three of these projects if we get an acknowledgement that it would settle all claims. A conversation with Fentron's attorney yesterday indicates they will do this. The prime contractors would have to formally acknowledge accordingly, but we know of no other claims. The basis for this would be that we recognize the extraordinary time involved in fabricating the new design and the interrelation of the three contracts. In effect, we would be extending for the "learning curve" time for the new design. The first stage extensions can be granted participating under delegated authorities since they are all related to added orders and changes. Complete extensions would require

FHWA concurrence, but with an acknowledgement that all claims would be resolved thereby, I believe this can be obtained.

Rough draft letters to FHWA and to the three contractors on the above basis are attached.

JAB:fr

Att.

cc: Robert Church

MONOTUBE SIGN SUPPORTS

Pertinent Dates

	Foster-Causey Contract No. 8127	Corvallis, Albany, Lyons Contract No. 8227	Salem-Hubbard Contract No.8228
Prime contractor	Cascade Constr.	Hansen Electric	Coral Corp.
Bids opened	March 4, 1975	May 29, 1975	May 29, 1975
Begin day count	March 24, 1975	July 1, 1975	July 1, 1975
Date of subcontract	March 22, 1975	September 10, 1975 (Erection only)	None
Date first group of shop drawings submitted	June 3, 1975	Structures on all 3 jobs were dependent on same design. Re: Fentron letter dated December 7, 1976.	
Time ran out	Nov. 3, 1975	Feb. 10, 1976	Feb. 10, 1976
All work done other than sign bridges and cantilevers	May, 1976	Feb. 14, 1976	Feb. 3, 1976
Work complete	May 21, 1976	Oct. 11, 1976	Aug. 25, 1976
Liquidated damages	109 @ $300 $32,700	244 @ $100 * $24,400	197 @ $100 * $19,700
No. of sign bridges	2	1	1
Value of sign bridges	$101,000	$24,210	$26,000
No. of cantilever signs	4	2	2
Value of cantilever signs	$50,600	$21,351	$18,000
Cantilevers erected	Not available	Aug. 23, 1976	Apr. 22, 1976
Bridges erected	May 11, 1976	Aug. 20, 1976	Aug. 12, 1976

* Contract time in calendar days.

Claims	Notice of a claim 4-23-76 by Fentron only	Unsigned P.A. 2 @ "No Cost"	Unsigned P.A. 4 @ "No Cost" and claim for $3,395.72

JAB:fr
4/27/77

First Monotube Sign Bridge Projects

1.	Contract No. 8127 Bid 3-4-75	Foster-Causey Fabricated by Fentron (29,000 lbs. and 29,150 lbs.) Complete 5-21-76 (109 days late)
2.	Contract No. 8167 Bid 4-24-75	Astoria Area Safety Fabricated by Aska (Smaller structure 11,500 lbs.) Complete 4-26-76 (120 days late - 39 days extension granted)
3.	Contract No. 8227 Bid 5-29-75	Corvallis, Albany, Lyons Fabricated by Fentron (12,550 lbs.) Complete 10-11-76 (244 days late - 47 for other reasons 197 left)
4.	Contract No. 8228 Bid 5-29-75	Salem, Hubbard Area Safety Fabricated by Fentron (13,200 lbs.) Complete 8-25-76 (197 days late - 28 for other reasons 169 left)
5.	Contract No. 8246 Bid 6-19-75	Bellevue-Mission Fabricated by Unruh (12,410 lbs.) Complete 11-16-76 (22 days late) Complete extension granted on other reasons.

THE PIHAS. SCHMIDT, WESTERDAHL COMPANY
Marketing • Advertising • Public Relations • Government Relations • Management Counsel
520 S.W. Yamhill Street, Suite 430
Portland, Oregon 97204 (503) 228-8396

March 18, 1977

RECEIVED
Bond
Heywood
Johnson
Walker
Berg
1977
CONSTRUCTION SECTION

Mr. John A. Bond
Administration Engineer
Oregon State Highway Division
504 Executive House
325 - 13th Street, N.E.
Salem, Oregon 97310

Dear John:

FENTRON HIGHWAY PRODUCTS REQUEST FOR TIME EXTENSION, FOSTER-CAUSEY OSHD 8127, OTIS JUNCTION OSHD 8202, SALEM-HUBBARD OSHD 8228, CORVALLIS-ALBANY OSHD 8227

Attached is the time line showing the ripple effect of these four projects as we discussed at our meeting. On further research, I believe the following facts will help clarify the reasons for the delays in delivery.

All contracts involve two items, cantilevers and sign bridges. All cantilevers contained in the four contracts were of the new mono-tube type design and all sign bridges, with the exception of Otis Junction, were also of the new type design. The Otis Junction sign bridge was of the old pipe type design.

As I'm sure you're aware, any new type of design creates a multitude of problems. In this particular case, the new designs had numerous small problems, for example, electrical conduits did not meet the electrical codes. While each design change required as a part of this contract was reasonably small, each change requires a substantial amount of time for transit to Salem, plus design section review and return travel. There were so many small changes that in aggregate, they added up to major delays.

It was the result of a number of initial small design changes that caused Fentron to request a change to galvanizing of the sign bridges in lieu of painting. This was because the original contract was scheduled for completion during the summer, which allows painting in Oregon's climate. However, the number of small design changes caused enough delays that it was recognizable early in the project that painting would be precluded because of late fall and winter weather. Therefore, Fentron Highway Products requested a change to galvanizing, which further caused a number of additional design changes.

As you can see from the attached time line, the actual delivery dates are in the same sequence as the scheduled delivery dates, only pushed back approximately nine months. The one exception is Otis Junction, which was delayed because of the new cantilever designs and was delivered substantially earlier because a change in cantilever design was resolved much earlier.

To the best of our information, there have been eight sign bridges contracted in the state which are of the new mono-tube design. Fentron Highway Products has received the contract for six of these. The other two were done by Unruh in Eugene and Aska in Hillsboro. Both firms realized substantial difficulties in constructing the mono-tube type sign bridges. In fact, Unruh had enough difficulty in construction that it was forced to entirely rebuild the structure after its initial completion, and it suffered not only substantial delays in delivery, but also, we understand, had severe financial difficulties in fulfilling the contract. In fact, Unruh went out of business shortly after completion of its sign bridge.

Aska also had substantial difficulties in fabricating the new mono-tube sign bridges. Delivery was six months late, and it incurred approximately a 50 percent financial loss on the project. Aska was a beneficiary of a number of Fentron's design changes but due to weather was able to paint the center section of the sign bridge. The remainder of the sign bridge was galvanized.

You indicated in our conversation that Portland Wire and Iron had constructed one of the new design sign bridges. We contacted Bob Svoda at Portland Wire and Iron and he told us it had never fabricated a mono-tube type sign bridge.

has one [illegible] cantilever
J.B.

Given the problems inherent in the design of the initial sign bridge, and the resulting ripple impact that this had on all four Fentron contracts, we request the following:

--That all jobs be considered as one for the purpose of reviewing the time extension request.

--That galvanizing, while at the request of Fentron Highway Products, was necessitated by delays experienced resolving the sign bridge design, and thus was done at the request of the Oregon State Highway Division.

--That all time extension requests be granted to Fentron Highway Products.

We stand ready to provide you with additional information as may be required.

Sincerely,

Walt

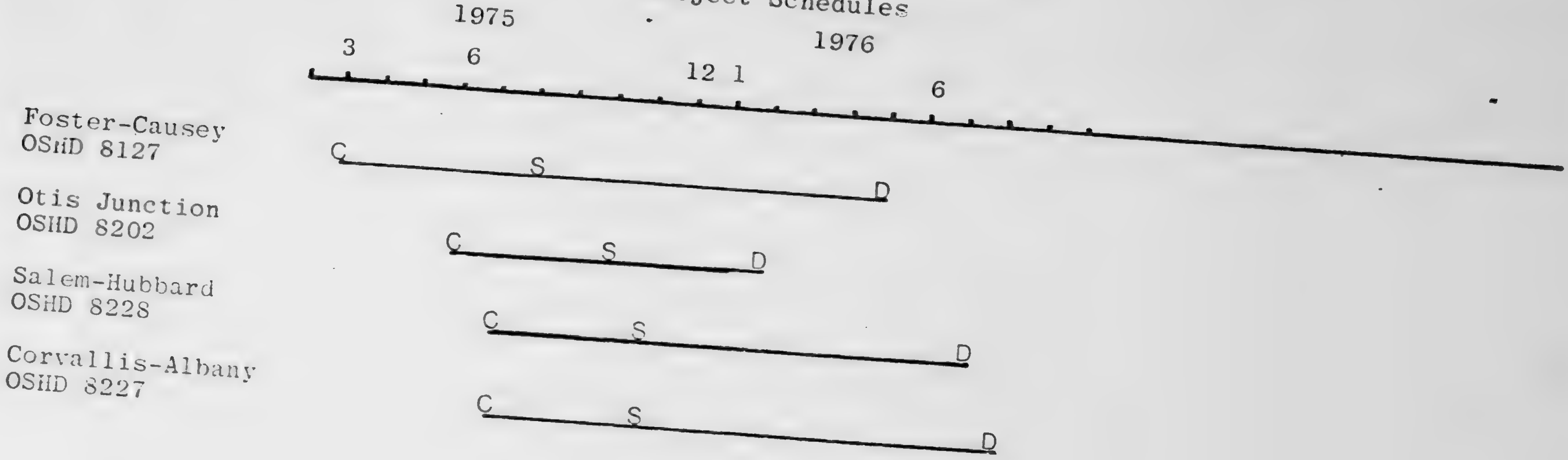
Walter A. Hitchcock

WAH:gb
Enclosure

FENTRON HIGHWAY PRODUCTS

Sign Bridge & Cantilever Contracts

Project Schedules



C- Contract Award Date

S- Scheduled Delivery Date

D- Actual Delivery Date

(From Fenton)

DETAILING HOURS JOB 9121

WEEK OF	HOURS	WEEK OF	HOURS
MARCH 1 - 8, 1975	40.0	NOV. 16 - 22	18.0
MARCH 9 - 15	40.0	NOV. 23 - 29	6.5
MARCH 16 - 22	40.0	NOV. 30 - DEC. 6	55.5
MARCH 23 - 29	40.0	DEC. 7 - 13	40.0
MARCH 30 - APRIL 5	40.0	DEC. 14 - 20	40.0
APRIL 6 - 12	40.0	DEC. 21 - 27	26.8
APRIL 13 - 19	40.0	JAN. 4 - 10	16.5
APRIL 20 - 26	40.0	JAN. 11 - 17	5.0
MAY 4 - 10	16.0	FEB. 1 - 7	66.0
JUNE 15 - 21	8.0	FEB. 8 - 14	21.0
AUGUST 24 - 30	10.0	FEB. 15 - 21	8.0
AUGUST 31 - SEPT. 6	2.5	FEB. 22- 28	27.0
SEPT. 7 - 13	12.0	FEB. 29 - MARCH 6	6.0
SEPT. 14 - 20	.5	MARCH 7 - 13	6.0
SEPT. 28 - OCT. 4	9.5	MARCH 14 - 20	2.5
OCT. 19 - 25	20.0	APRIL 4 - 10	5.5
OCT. 26 - NOV. 1	38.0	APRIL 11 - 17	1.0
NOV. 2 - 8	21.0	APRIL 18 - 24	3.0
NOV. 9 - 15	3.0		

[illegible]

[illegible]

Job 9121

Date	P.O.#	Description	Invoice Amount
3-2-75	6316	(2) Plate 28-1/2 x 28-1/2 x 1-1/2 A441	$227.25
5-2-75	6315	(2) Pl 3/4 x 32 x 32 per dwg. (1) Pl 3/4 x 34 x 34 per dwg.	157.42
9-4-75	7052	(186) 5/16 and 3/8 A-36 plates sheared to size.	9,032.86
9-2-75	7033	(7) 2-1/2 ø Std Pipe blk x 5.79# x 21'-0	115.88
7-18-75	6758	(1) each Mark K15, K1-15, K16, K1-16, K17, K1-17, K-18, K1-18, AU 19F, AM 19E, C 19A, C 19B, AA 19C, AA 19D, A 19A, A 19B, A 19C, A 19D, AH 19E, AH 19F, A 15, A 16, A 17, A 18.	1,629.90
8-14-75	6921	16 pcs Mk as19; 10 pcs Mk af20; 6 pcs Mk af21; 10 pcs Mk af22; 6 pcs Mk af23; 2 pcs av; 4 pcs aw; 2 pcs ba	78.82
7-3-75	6678	80 pcs 1-1/2 x 3-1/3 O.D. galv washer 12 pcs 1-1/2 x 10 galv 2-H nuts 4 pcs 1-1/2 x 11 galv bolt 4 pcs 1-1/2 x 25 galv bolt	304.76
9-29-75	7184	1 pc 3-1/2 std pipe x 21'-0	40.81
11-5-75	7431	10 pcs 1/2 ø x 2-1/4 bolt 15 pcs 1/2 ø x 5 bolt w/nut 10 pcs 3/4 ø x 2-1/2 bolt w/nut 35 pcs 3/4 ø x 2 bolt w/nut 10 pcs 3/4 x 2-1/4 bolt w/nut	73.81
11-7-75	7448	Galvanize (2) BSP	94.20
11-10-75	7454	(2) Pl 3/8 x 1'-5 1/2 x 3'-0	36.11
12-3-75	7585	(8) FB 5/16 x 3 x 20'-0 (4) Angle 3 x 3 x 5/16 x 40'-0	263.68
1-12-76	7808	Galvanize: (4) Cantilever posts (4) Cantilever arms, (12) Mounting Angles, (22) Sign support arms	1,761.15
1-14-76	7834	Galvanize: (1) Cantilever arm, (1) Cantilever post	729.30
11-4-75	7474	Galvanize BSP	598.78

Date	P.O.#	Description	Invoice Amount
2-20-76	8027	Galvanize all sign bridge material	1,375.43
2-11-76	7979	Supply cut to size and shape 14T A-36 Pl	6,197.52
2-12-76	7981	(50) 1/4 x 2 FB x 25'-0	453.13
2-18-76	8009	Strip and Regalvanize: (2) 20' Kindorf U Channel	14.85

8227

January 24, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentleman:

On January 12, 1977, we wrote to you concerning release of final payment on Contract No. 8227 awarded to Hansen Electric Company for work on the Corvallis, Albany, Lyons Area Safety Project on four highways in Benton and Linn Counties.

Final payment on this contract is $3,724.28 and the total contract amount is $77,156.15 including $2,670.65 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CORVALLIS, ALBANY, LYONS AREA SAFETY PROJECT

WEEK ENDING: October 30, 1976

SECTION PREFIX: 2-1080

HIGHWAY: Four

COUNTY: Benton & Linn

NAME OF JOB: Corvallis, Albany, Lyons Area Safety Project

KIND OF WORK: Guardrail, Signing, Illumination

CONTRACTOR: Hansen Electric Company

CONTRACT NUMBER: 8227

FEDERAL AID PROJECT NUMBER: ROS-000S(7)

DATE OF CONTRACT: June 4, 1975

DATE WORK STARTED: November 17, 1975

ESTIMATED COMPLETION DATE: October 11, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 225

WORK DAYS USED

CALENDAR DAYS USED: 469

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 208

PROJECT AUTHORIZATION: $ 117,215.99

EXCLUSIVE OF ENGINEERING: $ 107,921.33

ENGINEERING AUTHORIZATION: $ 9,294.66

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 107,921

ENGINEERING COST TO DATE: $ 18,250

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 196 %

DATE PROJECT WAS COMPLETED: October 11, 1976

Last Report - Semifinal estimate delivered to Region Office 10/27/76.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	SAFETY PROJECT - NOT APPLICABLE				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~XXXXXXX~~	GUARDRAIL		SIGNING		ILLUMINATION		
PERCENT	100		100		100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-24				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY 10-30				

K

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 2 1976
CONSTRUCTION SECTION
Glenn
Berg
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity on project.
MONDAY	No activity on project.
TUESDAY	No activity on project.
WEDNESDAY	No activity on project.
THURSDAY	No activity on project.
FRIDAY	No activity on project.
SATURDAY	No activity on project anticipated. (week ending October 30, 1976)

REMARKS

All work completed.

SIGNED ________ LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8227

Order No 1

Section Corvallis, Albany, Lyons Area Safety Project Date September 7, 1976

Highway Four Different F.A.P. No. ROS-COOS(7)

County Benton/Linn Prefix 2-1080 Account No. 220-1

Description of Work To Be Done: Trim tree branches.

Location by Station Numbers: 334 to 336 - Pacific West M.P. 84.14

[illegible] ED EFFEC. 9-7-76

Estimate of Quantities and Costs:

Labor	$350.00
Equipment	$150.00
Total	$500.00

Explanation: Overhanging branches from trees on private property are obstructing the signs that have been relocated on the new sign bridge. The contractor is not equipped to perform nor sufficiently skilled to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$117,215.99
Present estimate of project cost, including $ 500. for work under this order	$117,215.99
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: C. O. Fredrickson Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: for Construction Engineer

SP*79802-734

Oregon State Highway Division
Salem, Oregon, June 6, 1975

Federal-aid Project
No. ROS-000S(7)

CORVALLIS, ALBANY, LYONS AREA SAFETY PROJECT FOUR STATE HIGHWAYS IN BENTON AND LINN COUNTIES

Project Agreement Estimate.

Type Code Y101 Guard Rail

Temporary Protection and Direction of Traffic	All Required		$ 1,600.00
Temporary Signs	260 sq.ft.	5.00	1,300.00
Flagmen	120 hour	15.00	1,800.00
Clearing and Grubbing	All Required		1,500.00
Guard Rail, Type 2A	650 lin.ft.	13.20	8,580.00
Guard Rail, Type 3	100 lin.ft.	23.10	2,310.00
Guard Rail Anchors, Type 1	4 only	363.00	1,452.00
Extra for Guard Rail Bridge Connections	4 only	330.00	1,320.00
Rail End Pieces, Type C	4 only	138.00	552.00

Type Code Y002 Signing

Removal of Existing Sign Installations	All Required		2,824.00
Move Existing Signs	All Required		1,594.00
Sign Support Footings	All Required		8,607.00
Sign Bridges	All Required		24,210.00
Cantilever Sign Structures, Sta. 434+49	All Required		10,864.00
Cantilever Sign Structures, Sta. 449+10	All Required		10,487.00
Sign Illumination Equipment	All Required		7,380.00

Type Code Y030 Illumination

Foundations	4 only	455.00	1,820.00
Frangible Aluminum Transformer Bases	20 only	171.00	3,420.00
Relocate Existing Light Poles	20 only	178.00	3,560.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		7,594.00
	Subtotal		$102,774.00
	Engineering		10,277.00
	Total		$113,051.00

Length of Project - - - - - 0.0 Mile

Federal Funds	$101,745.00
State Funds	11,306.00
Total	$113,051.00

Group 1 - 100%

Contract No. 8227

Prefix No.: 2-1080

CORVALLIS, ALBANY, LYONS AREA SAFETY PROJECT

PROJECT NO. ROS-000S(7)

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-112

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

STATE Oregon
COUNTY Benton & Linn
PROJECT NO. ROS-000S(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Corvallis, Albany and Lyons Area

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	4-30-75	0.00

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 113,051	FEDERAL FUNDS $ 101,745

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

☆ U. S. GOVERNMENT F IG OFFICE: 1974-625-658 3-1

8227 R

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-000S(7)

STATE PROJECT NO. Corvallis-Albany, Lyons Area Safety Projects

COUNTY NAME Benton and Linn

PROGRAM NO.

ITEM NO. ROS-9

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
April 30, 1975	April 30, 1975	Various Various

GENERAL LOCATION: Corvallis, Albany, and Lyons Area

GENERAL DESCRIPTION OF WORK: Safety improvements, eliminate roadside obstacles

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-13-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-9-75	C R Burghardt	F, Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Section No. 5-10
TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STAGE 1 · ITEM NOS.
CLASS OF FEDERAL FUNDS (PPM 21-1)
☐ FAI
☐ FA
STATE HIG

Transaction No. 5-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-28-75
BY (Signature): L. W. Rulien's April 23, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 210~~

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 9 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
9	ROS-000S(7)	0.0	180,000	162,000	**Location:** Corvallis, Albany, Lyons Area Safety Projects. Benton and Linn Counties. State of Oregon **Work:** Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians.

RECEIVED
STATE HWY ENGR
APR 30 75
REFER TO Hunter
FOR
Info Invs R/D D.R Sign Att ✓

REMARKS (Division)

5-1-75
ORIGINAL TO L. W. Rulien

RECEIVED
1975
OFFICE OF

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-28-75	By C. L. Green

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8247

8A97

R

Robert W. Straub
xxxxxxxxxxx

April 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-000S(7)

We are submitting program data for one project, Item No. 9, Project No. ROS-000S(7), "Corvallis, Albany, Lyons Area Safety Projects", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal-Aid Act of 1973.

It is our present intention to receive bids for this project on May 22, 1975.

Encl.

JJ:wb

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREAU

ION NO.

TED TO F.D.

FORM PR-1
(REV. 4-61)

4-24-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT NUMBER (20)	PROJECT LOCATION (45 typewriter spaces) 21 Corvallis, Albany & Lyons Area 65	ADT	PRESENT N/A (66)	FUTURE N/A (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

STAT
COD
4
(2)

OF PROPOSED WORK (35 typewriter spaces) Safety Improvements 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 ROS- 23 NUMBER 000S SEQ. N (7

CLASS OF FEDERAL FUNDS
(Section 210) Elimination of Roadside Obstacles

COUNTY NAME
Benton & Linn 003 (14)
CODE
043 (16)

NAME OF URBAN AREA

ROUTE NO.
FEDERAL-AID
See back (32)
STATE (36) (37)
U.S. (41)

NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(43)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
3				PE		Corvallis, Albany & Lyons Area					
3				ROW							
3				CONST (CODE) Y002 Y030 Y101 Y104		"Corvallis, Albany, Lyons Area Safety Projects"		180,000	162,000	18,000	

Safe
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CARD 1	CODE 1 14	PREPARED BY	PROJECT TOTALS		180,000 (16) (23)	162,000 (24) (33)	18,000	

PROGRAM APPROVAL DATES

REMARKS

IM 50-1-70, PPM 50-9, FHPM 7-7-2
FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-00
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 1 & 2.

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-24-75

PROJECT LOCATION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Corvallis, Albany & Lyons Area		N/A	N/A		10	Oregon	41	144	9

OSED WORK (33 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
provements								ROS-	000S	(7)		

NDS
(Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Benton & Linn   CODE 003 043

ROUTE NO.: FEDERAL-AID See back   STATE   U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Corvallis, Albany & Lyons Area						Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians.
ROW								
CONST (CODE) Y002 Y030 Y101 Y104		"Corvallis, Albany, Lyons Area Safety Projects"		180,000	162,000	18,000		
D BY		PROJECT TOTALS		180,000	162,000	18,000		

APPROVAL DATES

REMARKS
IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 1 & 2.

-over-

CORVALLIS, ALBANY, LYONS AREA SAFETY PROJECTS
PROJECT NO. ROS-000S(7)

REMARKS - continued

Unit	Work Type	County Name	County Code	Fed-aid Route	State Hwy.	U.S. Route	State Route	Highway Name	M.P.
A_1	Y030	Benton	003	FAP 22	33	20	-	Corvallis-Newport	54.23
A_2	Y030	Benton	003	FAP 22	33	20	-	Corvallis-Newport	54.65
A_3	Y030	Benton	003	FAP 22	33	20	-	Corvallis-Newport	55.45
B	Y104	Benton	003	FAP 9	1W	-	99W	Pacific West	55.98
B	Y002	Benton	003	FAP 9	1W	-	99W	Pacific West	55.98
C	Y002	Linn	043	FAP 3	58	-	99E	Albany-Jct. City	2.25
C	Y002	Linn	043	FAP 3	58	-	99E	Albany-Jct. City	2.56
D	Y101	Linn	043	FAS 220	211	-	226	Albany-Lyons	24.25

Data for PR-37:

Code	Type	Est. Cost
Y002	Traffic signs	$120,400
Y030	Highway lighting	45,100
Y101	Guardrail-Impact attenuators	13,900
Y104	Removal of obstructions	600

Percent on FAP System	92%	Percent in Benton Co.	48%
Percent on FAS System	8%	Percent in Linn Co.	52%

8227

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 11, 1975
Salem, Oregon

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Gordon Ballard
Supervising Design Engineer

SUBJECT:
Corvallis, Albany, Lyons Area Safety Projects
Five Highways
Benton and Linn Cos.

I have discussed the subject project with the region office and find that only the following illumination design work will be required:

Hwy.	M.P.	Location	Work
1W	84.14	Corvallis	Illumination for signs on new sign bridge
33	54.10-54.66 (Western Ave. Int.)	Corvallis	Install frangible bases on existing light poles
58	2.56	Albany (Albany-Corvallis & Albany-Jct. City Int.)	Illumination for signs on new cantilever sign structure and replacement of highway luminaire which is mounted on old sign structure.
58	2.25	Albany	Illumination for signs on new cantilever sign structure and replacement of highway luminaire which is mounted on old sign structure.

Region will send us a sketch showing locations requiring frangible bases for item two above and sketches showing location of replacement highway lighting in items 3 and 4.

RWE/ag
cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson
R. Kuehn
L. E. George

RECEIVED

8228 Salem, Hubbard Area Safety 1975
Project on Wilamina-Salem,Pac E.
(Signing, attenuators, & guardrail)

June 28, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $19,700 will be made to Coral Corporation on Contract No. 8228 for work on the Salem, Hubbard Area Safety Project in Marion and Polk Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $126,873.83 including the post-final payment. Of the total $420.55 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8228

NOTE-O-GRAM®

CORAL CORPORATION
135 EAST HEREFORD STREET • GLADSTONE, OREGON 97027
PHONE (503) 655-6351

MESSAGE

TO
E.S. Hunter, Deputy State Highway Eng.
Oregon State Highway Division
140 Highway Building
Salem, Oregon 97310

DATE 6/14/77

RE: Salem-Hubbard Area Project, #8228

Enclosed are two copies of a letter signed by Fentron Highway Products and Coral Corporation on the above referenced project, agreeing to drop the contract claims and delete the liquidated damages.

BY Jay Minor/sls

REPLY

DATE

RECEIVED
STATE HWY ENGR
JUN 15 '77
REFER TO
Keasey
FOR
Info | Give | R.D. | Dft | Sign | Act ✓ | File

SIGNED

---

tingent upon your acknowledgment [illegible]
dropped.

If you are agreeable to resolving all the time liquidated damages and contract claims in this manner, please so indicate by signing and returning a copy of this letter.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

APPROVED: 6/3/77
(date)

BY:
Fentron Highway Prod.

APPROVED [illegible]
(date)

BY:
Coral Corporation

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 23, 1977

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Gentlemen:

Time Extension
Contract No. 8228
Salem-Hubbard Area Safety Project

In response to your request for a complete time extension of 197 days on this project, we have reviewed it in conjunction with two other projects also involving the new monotube sign bridge design which were fabricated by Fentron.

We do not believe the reason stated in your request would be valid for justifying time extension. The choice of fabricators and various considerations as to pricing and delivery of fabricated or manufactured items are matters that a prime or subcontractor makes decisions on that could affect the contract progress. There were apparently no true raw material or source material shortages during this project.

A review of the project record does indicate other valid reasons for extending the contract time (including work added by Price Agreements 1, 5 and 6 and Extra Work Orders 1 and 2) which would justify 15 days. Also, the last 13 days counted during which only minor clean-up and corrective work were completed could be deleted by extension. This leaves 169 days' liquidated damages to consider further.

We are willing to recognize the extraordinary time involved in the fabrication of the new design sign bridges and the interrelationship of the early projects on which it was utilized, including this one. We are therefore prepared to grant a complete time extension that would delete all liquidated damages on this project, contingent upon your acknowledgment that all contract claims would be dropped.

If you are agreeable to resolving all the time liquidated damages and contract claims in this manner, please so indicate by signing and returning a copy of this letter.

Very truly yours,

E. S. Hunter

E. S. Hunter
Deputy State Highway Engineer

Enc.

APPROVED: 6/3/77
(date)

BY: Bert J. Thompson
Fentron Highway Prod.

APPROVED 6/9/77
(date)

BY:
Coral Corporation

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 16, 1977

In reply refer to: HB.2

SUBJECT: Oregon Project No. I-205-7(28)304
Foster-Causey
Project ROS-000S(7)
Corvallis, Albany, Lyons
Project ORS-000S(6)
Salem-Hubbard Area Safety
Request for time extension

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn : E. S. Hunter, Deputy State Hwy. Engr.

We have reviewed your letter of May 5, 1977, concerning the request for time extensions on the subject projects.

The reasons cited adequately justify a decision to grant an extension of time.

We therefore concur in your recommendation for a complete extension of time for all three projects.

G.K. [illegible]
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
[illegible]
FOR

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8228 Contractor Coral Corporation

Highway Willamina-Salem; Pacific East; and North Santiam

Section Salem-Hubbard Area Safety Projects

Kind of Work Guardrail; Attenuators and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

A review of the project record does indicate other valid reasons for extending the contract time including work added by Price Agreements 1, 5 and 6 and Extra Work Orders 1 and 2, which would justify 15 days. Also the last 13 days counted during which only minor cleanup and corrective work was completed could be deleted by extension.

Further recommend complete extension of remaining 169 days to recognize interrelation with Contract 8127 if contractor will agree to release of all claims.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Deputy~~ State Highway Engineer

SP*67865-734

Contract No. 8228

Project designation ROS-00GS 006 State-Federal

Date awarded June 4, 1975

Work started August 5, 1975

Per cent completed August 25, 1976 Date

No. of Workdays Allowed 225

No. of Workdays Used 422

No. of Added Workdays Requested 197

E-330 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Date January 20, 1977

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 422 days, within which to complete our Contract No. 8228, without the assessment of liquidated damages. The said contract is described as follows:
Salem-Hubbard Area Safety Project, Willamina-Salem, Pacific E & N Santiam Highways

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

February 10, 1976 through August 25, 1976 due to the delayed delivery of the steel sign structure materials due to circumatances beyond our control.

Respectfully submitted,

Coral Corporation
Contractor

By

CONSENT OF SURETY

Date January 20, 1977

We, THE TRAVELERS INDEMNITY COMPANY

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

Corroon & Black of Oregon
James F. Darby
Resident Agent

(SEAL)

May 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Foster-Causey, I-205-7(23)304
Contract No. 8127
Corvallis, Albany, Lyons, ROS-000S(7)
Contract No. 8227
Salem-Hubbard Area Safety, ROS-000S(6)
Contract No. 8228

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but significant liquidated damages on each of these contracts come down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

Contract No. 8127, Foster Causey:

10 days for late seeding and mulching on E.W.O. 3.

27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.

37 days for the monotube sign structure changes that could be considered State-requested.

This makes a total of 74 days and leaves 35 days to consider further.

Contract 8227, Corvallis, Albany, Lyons Area Safety:

47 days as the time counted after August 25, 1976 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.

Leaves 197 days to consider further.

Contract 8228, Salem-Hubbard Area Safety:

9 days, P.A. 6, correct sign bridge column lengths.

13 days for the last days counted only for minor items of tightening guardrail bolts, installation of one glare shield and other minor corrective work.

6 days, other change orders.

Total - 28 days; leaves 169 days to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to the State and has a long-range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and

in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgmental what the overall effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges, in addition to being the first of this type, are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is the supplemental information provided by Fentron's representative showing the chronology of their plan, detailing hours and a narrative argument for extensions.

We therefore further recommend granting complete time extensions on all three of these projects if we get an acknowledgment from respective contractors that it would settle all claims. We request your concurrence.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt
John Sheldrake

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 26, 1977

FILE: CON 5 #8127
#8227
#8228

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Request for Time Extension on Three Contracts
Contract No. 8127, Foster-Causey
Contract No. 8227, Corvallis, Albany, Lyons
Contract No. 8228, Salem-Hubbard Area Safety

All three of these projects were completed with significant liquidated damages accrued and time extension requests have been presented on all of them based on fabrication of the new square monotube sign bridge design. These sign bridges were all made by Fentron Highway Products and the excessive time is somewhat interrelated in that Foster-Causey was the first project to include this new design and the other two came out only two months later. In addition to the liquidated damages on all three of these projects, there are unresolved no-cost price agreements on the sign bridge changes, notice of claims, or claims related to the sign bridge fabrication on all of them.

The time problem on all three contracts is not exactly the same in that there are various other reasons for time extension, but a majority of the liquidated damages on each of these contracts comes down to the basic fact of a new design that took longer to fabricate than the earlier type sign bridges. We have had conversations with Fentron's representative, who has made two submissions of additional information to substantiate more time for all the projects. We can now recommend as follows:

On 8127, Foster-Causey, 10 days for late seeding and mulching on E.W.O. 3.
27 days in November, 1975 for P.A. 20, subgrade excavation and other added orders.
37 days for the monotube sign structure changes that could be considered State-requested.
This makes a total of 74 days and leaves 35 days to consider further.

RECEIVED
STATE HWY ENGR
MAY 2 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

On 8227, Corvallis, Albany, Lyons Area Safety,
47 days as the time counted after 8-25-76 (after the sign structures were erected) for late added orders; P.A. 1, curb and walk changes; E.W.O. 3, extra backfilling around footings and some small late clean-up work.
Leaves 197 days to consider further.

On 8228, Salem-Hubbard Area Safety,
9 days, P.A. 6, correct sign bridge column lengths.

13 days for the last days counted only for minor items of tightening guard rail bolts, installation of one glare shield and other minor corrective work.
6 days, other change orders.
Total 28 days and leaves 169 to consider further.

We cite the following reasons in favor of complete extensions:

1. The Foster-Causey use of this design was the first and the two structures there are also the largest. In hindsight, it may have been better to try the new design on a smaller one first.) The work for this first contract was delayed and logically delayed the other two being built by the same supplier.

2. The change to galvanizing was made at no cost to State and has a long range benefit.

3. The amounts of liquidated damages accrued are out of proportion to the value of the work delayed. Engineering costs in these instances do not accrue directly with the delay.

4. Other work on the contracts was done and in use for the public benefit while these remaining liquidated damages were accruing.

5. The presence of some State-requested changes in the design compromises our position. It is very judgemental what the over-all effect of our changes were versus the other changes.

Two tabulations are attached with further details of these jobs. Note that the two Foster-Causey bridges in addition to being the first of this type are also the largest (more than twice the weight of any of the others in the first five projects to utilize this design).

Also attached is supplemental information provided by Fentron's representative showing the chronology of their plan detailing hours and a narrative argument for extensions.

I therefor further recommend that we agree to grant complete time extensions on all three of these projects if we get an acknowledgement that it would settle all claims. A conversation with Fentron's attorney yesterday indicates they will do this. The prime contractors would have to formally acknowledge accordingly, but we know of no other claims. The basis for this would be that we recognize the extraordinary time involved in fabricating the new design and the interrelation of the three contracts. In effect, we would be extending for the "learning curve" time for the new design. The first stage extensions can be granted participating under delegated authorities since they are all related to added orders and changes. Complete extensions would require

FHWA concurrence, but with an acknowledgement that all claims would be resolved thereby, I believe this can be obtained.

Rough draft letters to FHWA and to the three contractors on the above basis are attached.

JAB:fr

Att.

cc: Robert Church

MONOTUBE SIGN SUPPORTS

Pertinent Dates

	Foster-Causey Contract No. 8127	Corvallis, Albany, Lyons Contract No. 8227	Salem-Hubbard Contract No.8228
Prime contractor	Cascade Constr.	Hansen Electric	Coral Corp.
Bids opened	March 4, 1975	May 29, 1975	May 29, 1975
Begin day count	March 24, 1975	July 1, 1975	July 1, 1975
Date of subcontract	March 22, 1975	September 10, 1975 (Erection only)	None
Date first group of shop drawings submitted	June 3, 1975	Structures on all 3 jobs were dependent on same design. Re: Fentron letter dated December 7, 1976.	
Time ran out	Nov. 3, 1975	Feb. 10, 1976	Feb. 10, 1976
ll work done other than sign bridges and cantilevers	May, 1976	Feb. 14, 1976	Feb. 3, 1976
ork complete	May 21, 1976	Oct. 11, 1976	Aug. 25, 1976
iquidated damages	109 @ $300 $32,700	244 @ $100 * $24,400	197 @ $100 * $19,700
. of sign bridges	2	1	1
alue of sign bridges	$101,000	$24,210	$26,000
o. of cantilever signs	4	2	2
alue of cantilever signs	$50,600	$21,351	$18,000
antilevers erected	Not available	Aug. 23, 1976	Apr. 22, 1976
ridges erected	May 11, 1976	Aug. 20, 1976	Aug. 12, 1976

* Contract time in calendar days.

laims	Notice of a claim 4-23-76 by Fentron only	Unsigned P.A. 2 @ "No Cost"	Unsigned P.A. 4 @ "No Cost" and claim for $3,395.72

B:fr
27/77

First Monotube Sign Bridge Projects

1.	Contract No. 8127 Bid 3-4-75	Foster-Causey Fabricated by Fentron (29,000 lbs. and 29,150 lbs.) Complete 5-21-76 (109 days late)
2.	Contract No. 8167 Bid 4-24-75	Astoria Area Safety Fabricated by Aska (Smaller structure 11,500 lbs.) Complete 4-26-76 (120 days late - 39 days extension granted)
3.	Contract No. 8227 Bid 5-29-75	Corvallis, Albany, Lyons Fabricated by Fentron (12,550 lbs.) Complete 10-11-76 (244 days late - 47 for other reasons 197 left)
4.	Contract No. 8228 Bid 5-29-75	Salem, Hubbard Area Safety Fabricated by Fentron (13,200 lbs.) Complete 8-25-76 (197 days late - 28 for other reasons 169 left)
5.	Contract No. 8246 Bid 6-19-75	Bellevue-Mission Fabricated by Unruh (12,410 lbs.) Complete 11-16-76 (22 days late) Complete extension granted on other reasons.

THE PIHAS SCHMIDT, WESTERDAHL COMPANY
Marketing • Advertising • Public Relations • Government Relations • Management Counsel
520 S.W. Yamhill Street, Suite 430
Portland, Oregon 97204 (503) 228-8396

March 18, 1977

RECEIVED
22 1977
CONSTRUCTION SECTION
Hayward
Johnson
Walker
Richards
Gunn
Herz

Mr. John A. Bond
Administration Engineer
Oregon State Highway Division
504 Executive House
325 - 13th Street, N.E.
Salem, Oregon 97310

Dear John:

FENTRON HIGHWAY PRODUCTS REQUEST FOR TIME EXTENSION, FOSTER-CAUSEY OSHD 8127, OTIS JUNCTION OSHD 8202, SALEM-HUBBARD OSHD 8228, CORVALLIS-ALBANY OSHD 8227

Attached is the time line showing the ripple effect of these four projects as we discussed at our meeting. On further research, I believe the following facts will help clarify the reasons for the delays in delivery.

All contracts involve two items, cantilevers and sign bridges. All cantilevers contained in the four contracts were of the new mono-tube type design and all sign bridges, with the exception of Otis Junction, were also of the new type design. The Otis Junction sign bridge was of the old pipe type design.

As I'm sure you're aware, any new type of design creates a multitude of problems. In this particular case, the new designs had numerous small problems, for example, electrical conduits did not meet the electrical codes. While each design change required as a part of this contract was reasonably small, each change requires a substantial amount of time for transit to Salem, plus design section review and return travel. There were so many small changes that in aggregate, they added up to major delays.

It was the result of a number of initial small design changes that caused Fentron to request a change to galvanizing of the sign bridges in lieu of painting. This was because the original contract was scheduled for completion during the summer, which allows painting in Oregon's climate. However, the number of small design changes caused enough delays that it was recognizable early in the project that painting would be precluded because of late fall and winter weather. Therefore, Fentron Highway Products requested a change to galvanizing, which further caused a number of additional design changes.

As you can see from the attached time line, the actual delivery dates are in the same sequence as the scheduled delivery dates, only pushed back approximately nine months. The one exception is Otis Junction, which was delayed because of the new cantilever designs and was delivered substantially earlier because a change in cantilever design was resolved much earlier.

To the best of our information, there have been eight sign bridges contracted in the state which are of the new mono-tube design. Fentron Highway Products has received the contract for six of these. The other two were done by Unruh in Eugene and Aska in Hillsboro. Both firms realized substantial difficulties in constructing the mono-tube type sign bridges. In fact, Unruh had enough difficulty in construction that it was forced to entirely rebuild the structure after its initial completion, and it suffered not only substantial delays in delivery, but also, we understand, had severe financial difficulties in fulfilling the contract. In fact, Unruh went out of business shortly after completion of its sign bridge.

Aska also had substantial difficulties in fabricating the new mono-tube sign bridges. Delivery was six months late, and it incurred approximately a 50 percent financial loss on the project. Aska was a beneficiary of a number of Fentron's design changes but due to weather was able to paint the center section of the sign bridge. The remainder of the sign bridge was galvanized.

You indicated in our conversation that Portland Wire and Iron had constructed one of the new design sign bridges. We contacted Bob Svoda at Portland Wire and Iron and he told us it had never fabricated a mono-tube type sign bridge.

his on [illegible]
cantilevers
J B.

Given the problems inherent in the design of the initial sign bridge, and the resulting ripple impact that this had on all four Fentron contracts, we request the following:

- --That all jobs be considered as one for the purpose of reviewing the time extension request.
- --That galvanizing, while at the request of Fentron Highway Products, was necessitated by delays experienced resolving the sign bridge design, and thus was done at the request of the Oregon State Highway Division.

--That all time extension requests be granted to Fentron Highway Products.

We stand ready to provide you with additional information as may be required.

Sincerely,

Walt

Walter A. Hitchcock

WAH:gb
Enclosure

--That all time extension requests be granted to Fentron Highway Products.

We stand ready to provide you with additional information as may be required.

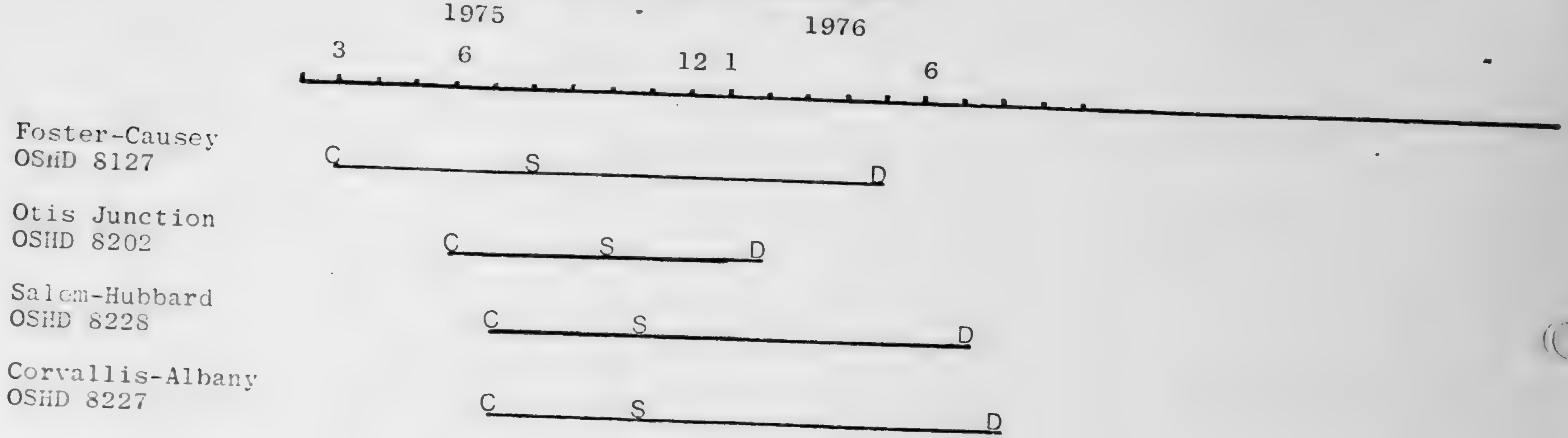
Sincerely,

Walt

Walter A. Hitchcock

WAH:gb
Enclosure

FENTRON HIGHWAY PRODUCTS
Sign Bridge & Cantilever Contracts
Project Schedules



C- Contract Award Date

S- Scheduled Delivery Date

D- Actual Delivery Date

(From Fentron)

DETAILING HOURS JOB 9121

WEEK OF	HOURS
MARCH 1 - 8, 1975	40.0
MARCH 9 - 15	40.0
MARCH 16 - 22	40.0
MARCH 23 - 29	40.0
MARCH 30 - APRIL 5	40.0
APRIL 6 - 12	40.0
APRIL 13 - 19	40.0
APRIL 20 - 26	40.0
MAY 4 - 10	16.0
JUNE 15 - 21	8.0
AUGUST 24 - 30	10.0
AUGUST 31 - SEPT. 6	2.5
SEPT. 7 - 13	12.0
SEPT. 14 - 20	.5
SEPT. 28 - OCT. 4	9.5
OCT. 19 - 25	20.0
OCT. 26 - NOV. 1	38.0
NOV. 2 - 8	21.0
NOV. 9 - 15	3.0
NOV. 16 - 22	18.0
NOV. 23 - 29	6.5
NOV. 30 - DEC. 6	55.5
DEC. 7 - 13	40.0
DEC. 14 - 20	40.0
DEC. 21 - 27	26.8
JAN. 4 - 10	16.5
JAN. 11 - 17	5.0
FEB. 1 - 7	66.0
FEB. 8 - 14	21.0
FEB. 15 - 21	8.0
FEB. 22- 28	27.0
FEB. 29 - MARCH 6	6.0
MARCH 7 - 13	6.0
MARCH 14 - 20	2.5
APRIL 4 - 10	5.5
APRIL 11 - 17	1.0
APRIL 18 - 24	3.0

[illegible]

[illegible]

Job 9121

Date	P.O.#	Description	Invoice Amount
3-2-75	6316	(2) Plate 28-1/2 x 28-1/2 x 1-1/2 A441	$227.25
5-2-75	6315	(2) Pl 3/4 x 32 x 32 per dwg. (1) Pl 3/4 x 34 x 34 per dwg.	157.42
9-4-75	7052	(186) 5/16 and 3/8 A-36 plates sheared to size.	9,032.86
9-2-75	7033	(7) 2-1/2 ø Std Pipe blk x 5.79# x 21'-0	115.88
7-18-75	6758	(1) each Mark K15, K1-15, K16, K1-16, K17, K1-17, K-18, K1-18, AU 19F, AM 19E, C 19A, C 19B, AA 19C, AA 19D, A 19A, A 19B, A 19C, A 19D, AH 19E, AH 19F, A 15, A 16, A 17, A 18.	1,629.90
8-14-75	6921	16 pcs Mk as19; 10 pcs Mk af20; 6 pcs Mk af21; 10 pcs Mk af22; 6 pcs Mk af23; 2 pcs av; 4 pcs aw; 2 pcs ba	78.82
7-3-75	6678	80 pcs 1-1/2 x 3-1/3 O.D. galv washer 12 pcs 1-1/2 x 10 galv 2-H nuts 4 pcs 1-1/2 x 11 galv bolt 4 pcs 1-1/2 x 25 galv bolt	304.76
9-29-75	7184	1 pc 3-1/2 std pipe x 21'-0	40.81
11-5-75	7431	10 pcs 1/2 ø x 2-1/4 bolt 15 pcs 1/2 ø x 5 bolt w/nut 10 pcs 3/4 ø x 2-1/2 bolt w/nut 35 pcs 3/4 ø x 2 bolt w/nut 10 pcs 3/4 x 2-1/4 bolt w/nut	73.81
11-7-75	7448	Galvanize (2) BSP	94.20
11-10-75	7454	(2) Pl 3/8 x 1'-5 1/2 x 3'-0	36.11
12-3-75	7585	(8) FB 5/16 x 3 x 20'-0 (4) Angle 3 x 3 x 5/16 x 40'-0	263.68
1-12-76	7808	Galvanize: (4) Cantilever posts (4) Cantilever arms, (12) Mounting Angles, (22) Sign support arms	1,761.15
1-14-76	7834	Galvanize: (1) Cantilever arm, (1) Cantilever post	729.30
11-4-75	7474	Galvanize BSP	598.78

Job 9121

Date	P.O.#	Description	Invoice Amount
2-20-76	8027	Galvanize all sign bridge material	1,375.43
2-11-76	7979	Supply cut to size and shape 14T A-36 Pl	6,197.52
2-12-76	7981	(50) 1/4 x 2 FB x 25'-0	453.13
2-18-76	8009	Strip and Regalvanize: (2) 20' Kindorf U Channel	14.85

1
2
3

Salem

Salem, Hubbard Area Safety Project
Willamina-Salem, Pacific E. & N. Santiam Hwys.
Marion and Polk Counties
Contract No. 8228
Job Prefix 24-1096
F.A. Project No. RS-0005(6)

Contractor: Coral Corporation

RESIDENT ENGINEERS NARRITIVE REPORT

This was a safety project involving guard rail, attenuators, and signing, and the placing of existing illumination poles on frangible transformer bases.

The contract was awarded to Coral Corporation on June 4, 1975, with 225 Calendar days specified in which to complete the project. Calendar day count began on July 1, 1975, which meant that the project was to be completed on February 10, 1976. Primarily because of delays in fabricating the new monotube-type sign support structures, the project actually was completed on August 25, 1976, after the lapse of 422 calendar days.

There was one subcontract on the project, this being electrical work which was performed by [illegible] Electric Corp., a Salem-based firm. The project was originally assigned to Res. Engr. [illegible], who conducted a preconstruction conference on June 2[illegible], 1975, and it was reassigned to Res. Engr. C.V. [illegible] the following month.

Work on the project began August 5, 1975, at White School Junction (Unit F), where the work to be performed included mounting existing light poles on frangible transformer bases. Seven of the concrete footings for these poles were so highly exposed as to be hazardous, and Price Agreement No. 1 was negotiated to provide protection by filling around the exposed footings with embankment materials. This required the installation of culvert pipe at three pole locations, where embankments would obstruct existing drainage ditches.

Installation of a Hi-Dri impact attenuator on Marion St. Bridge (Unit E), required removal of a P.C. concrete island from the bridge deck. During this removal work, the contractor severed electrical conduit and wiring which serviced illumination poles on the structure. The plans stated that the exact location of the conduit was not known, but a sketch showed it as being at a different level in the structure than where it was encountered. As it existed, it also conflicted with the attenuator slide straps and grout pad which were to be constructed. E.W.O. No. 1 was written to cover both the repair and the relocation of the wiring and conduit.

At nearby Unit "D", guard rail was to be constructed from the west end of the bridge to the east end of a grade separation structure. It was brought out at the preconstruction conference that the standard guard rail bridge connections called for by the plans would not work,

REFERRED TO
1 Beard
2 Cole
3 Eriksen
Hager
Return Discuss Do
FINAL DESIGN ENG

XC: Rd & Br. Design

Verstong
Olson
Swenson
Savage

RECEIVED
MAY 24 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
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Bring up
Other

because of the type of handrail existing on the structures. Detail drawings of a revised plan calling for two special intermediate posts were mailed to the contractor on Sept. 25, 1975. On January 9, 1976, the contractor proposed an alternate connection which would not require the special posts. This proposal was reviewed and on January 14, 1976, he was advised by phone that it was not acceptable, whereupon he ordered the posts. Price Agreement No. 5 was written to cover the additional costs involved. The posts, lacking wood blocks and plate washers, were installed on May 3, 1976, 83 days after time elapsed on the contract. It was observed on May 21 that the installation was complete, the contractor having performed the work without notifying this office so we could have an inspector present.

A P.C. concrete island called for at Unit "A" was deleted from the project, and the contractor instead put in four guide posts under E.W.O. No. 2.

A run of guard rail was deleted from Unit "G", where alignment is tangent and a curb and sidewalk, extending the full distance between two structures, are backed up by a dense hedge.

At Units "B" and "C", butterfly sign structures were removed from the gores at two exit ramp locations, and the signs were mounted on new cantilever structures protected by guard rail. Following completion of this contract work, Traffic section requested the addition of "EXIT" signs at both locations, and a price quotation was obtained from the contractor even though he had already removed his forces from this area. The quotation was so high that having the work performed by State forces was deemed to better serve the public interest. Consequently, [illegible] No. 1 was written, and State forces mounted "EXIT" signs on breakaway posts which they erected in the gores.

The main problem on this project was with the fabrication of two cantilever sign support structures and one sign bridge, all three structures being of the new square monotube design. The contractor placed his order for the structures on June 30, 1975, which was good in time. The fabricator, Fentron Highway Products, Inc., held orders for similar structures on other projects, and began pressing for design changes while still preparing the first shop drawings. The first drawings for Salem-Hubbard project were submitted on August 6, 1975. Actual fabrication of the first structure, for the Foster Road-Causey Road Section of I-205, began on December 4, 1975.

With the fabrication of monotube cantilever structures for two projects completed, all of the design changes up to that time were incorporated into the revised shop drawings for the Salem-Hubbard project, which the fabricator hand-carried to Bridge Design Section on January 22, 1976. While these drawings for cantilever structures were being checked, L.L. Wallace wrote C.F. Kessey regarding an improved method [illegible] connecting arms to the columns, and the columns to the base plates; appropriate changes were noted on the shop drawings which then were returned to the fabricator for correction.

Revisions continued apace until revised drawings were approved without change on February 17, 1976, one week after expiration of the number of calendar days specified for completion of the project. [illegible]

Friday, March 26, 1970, a phone call from Bridge Design Section disclosed that they had received revised shop drawings for the sign bridge. Instead of the welded transverse splices in the horizontal member called for by the plans, the revised drawings showed bolted splices such as had been used on the Foster Road-Causey Road sign bridge to allow galvanizing instead of painting. In a phone conversation the following Monday, Fentron's Production Controller, Dean Anderson, confirmed that the fabricator wanted to galvanize the structure rather than paint it. The drawings were marked accordingly and were released, approved, on April 5, 1970.

The two cantilever structures were erected on April 21 and 22, and the electrical work for them was completed on April 23, 1970. The sign bridge was delivered to the project on August 2, 1970, but it was found that the columns were not of the correct lengths and they were returned. Investigation showed that the lengths called for on the approved drawings were incorrect, and that the columns had been fabricated to those dimensions. Consultation with Region Office and Bridge Design Section resulted in the decision to switch the east and west columns, which required alteration of one column to accept the electrical facilities originally planned for installation in the other column. An Extra Work Order is being prepared to cover the contractor's additional expenses, which were due to the checking error.

The sign bridge columns were erected on August 11, 1970. The horizontal member was erected the following day, and the electrical work was completed except for some minor wiring and the installation of a glare shield, which the subcontractor found he lacked. This was accomplished on August 25, 1970, which completed the contract work on the project.

With the exception of the special intermediate posts for guard rail bridge connections, which was by Price Agreement, the contractor ordered his materials and pursued the work on this project with satisfactory diligence. Delays in fabricating the monotube sign support structures constitute the critical factor in overrunning the time for completion. It is worthy of note that other fabricatos of this type of structure reportedly did not encounter difficulties of the magnitude of those experienced by Fentron Highway Products, Inc.

A request for increase in the number of days to complete the project is expected from the contractor. He also has indicated that a claim for extra compensation, because of sign structure design changes, will be forth coming from the fabricator and will be forwarded through the contractor's office.

8227

U.S. GOVERNMENT PRINTING OFFICE: 1976 — 721-033

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FED. L HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D. C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion Polk	DIVISION Oregon
DATE OF REPORT 5-18-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. ROS-000S(6)
COMPLETION DATE 8-25-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-12-77	TIME ELAPSED 100 %	CONTRACT TIME 225 c.d.
APPROVED EXTENSIONS 197 C.D.	LOCATION Salem, Hubbard Area Safety Project on three highways in Marion & POlk Counties		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

*There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 19 77
REFER TO
cy Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SALEM, HUBBARD AREA SAFETY PROJECT
WILLAMINA, SALEM, PACIFIC EAST & NORTH SANTIAM HWYS.
GUARDRAIL, ATTENUATORS & SIGNING

COPY SENT
MAY 18 1977
Washington

The work performed under the contract consisted of:

1. Removing existing sign installations;
2. Construction of new sign structures;
3. Construction of impact attenuators;
4. Construction of guardrail;
5. Revising existing illumination installations.

The project was satisfactorily completed on August 25, 1976.

The contract was set up for 225 calendar workdays. The contractor used 422 days to complete the work. An extension of time has been approved to cover the 197 calendar days of additional time.

The final contract amount was $122,516.40 or an underrun of 2.5%.

Materials incorporated into the contract substantially met the specifications.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE G. K. Hossner, Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engr.	DATE 5-18-77	TITLE District Engr.	DATE 5-18-77

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8228(24)

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A

ALL *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 22 5 23 24 25 8 9 27 28 12 30 13 31 15 33

PART A *(To be completed by FHWA or State Highway Personnel. See instructions on reverse)*

STATE Oregon	COUNTY Marion & Polk	FEDERAL PROJECT NO. ROS-000S(6)	URBAN RURAL XX

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y008		DATE STARTED August 5, 1975
20	FINAL CONSTRUCTION COST	DOL.	106,941		DATE COMPLETED August 25, 1976
21	LENGTH OF PROJECT	MILES	--		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor. See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR	TOTAL MAN HOURS 968	GROSS EARNINGS $9,043	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$32,409	
	9	PETROLEUM PRODUCTS	GAL.	3,150	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON		
	92		CU. YD.	271	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THS. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVE	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	68	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISC. IRON AND STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	834	
	19	BRIDGE RAIL	LIN. FT.		
CARD	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	$64,725	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	$24,946	

CARD G *Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* 48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18	80
		12	40
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	ASBESTOS PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with [illegible] Fund.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal Aid Highway Program Manual Vol 6; Ch 4, Sec 2, Sub Sec 8.

A separate form should be [illegible] data for two or more [illegible] which such contract [illegible] case of a continuing [illegible] completion dates [illegible] covers more than one project, one form may be prepared for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contractor and subcontract costs [illegible] and man-hours have been reported for each contract, and no duplication of data are involved. State-furnished materials [illegible] included with contract quantities and costs of State-furnished materials should be added to [illegible] "Final Construction Cost" and also to Item 22 "Total Cost [illegible] Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL 6, CH 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" [illegible] cost [illegible] contractor and State [illegible]

"Length of Project" [illegible] bridge [illegible]

*[illegible]

Form PR 47 (REV. 9-74)

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber [illegible] fencing, guardrail, and signs, and lumber purchased for [illegible] projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating [illegible] feet of corrugated steel pipe, structural plate pipe [illegible]

Item 7 - Report total number of pounds of reinforcement for both [illegible] and pavement. Include estimated quantities of reinforcing [illegible] and precast units, except concrete pipe [illegible]

Item 8 - [illegible] pounds of all structural steel [illegible]

Item 9 - [illegible]

Item 10 - [illegible]

Item 11 - [illegible]

Item 12 - [illegible]

Item 13 - [illegible] coating.

Item 14 - Report, by size, total number of linear feet of clay pipe and [illegible]

Items 15 and 95 - Report [illegible] quantity of aggregates such as sand [illegible] produced by the contractor [illegible]

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible]

Item 23 - [illegible]

Item 24 - [illegible]

Item 25 - [illegible]

Item 26 - [illegible]

Item 30 - [illegible] worked by and earnings of all [illegible] including those in operation [illegible] and 24 [illegible] be reported unless difficulties are encountered.

GPO 881-120

May 10, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $1,778.43 will be made to Coral Corporation on Contract No. 8228 for work on the Salem, Hubbard Area Safety Project in Marion and Polk Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $107,594.38 including the post-final payment. Of the total $420.55 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 16, 1977

Coral Corporation
P.O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contract 8228

This confirms transfer of the balance of $500.00 securities held in lieu of retainage for this contract to the unallocated account.

V.E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 8, 1977

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contract 8228

This contract has been finalled and the $500 securities posted in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of these securities.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

NOTED
C.W. HEAD

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 17, 1977

Coral Corporation
PO Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contracts 8248 and 8327

In accordance with your letter of February 9, 1977 the securities on these finalled projects are being transferred to unallocated.

Security Summary:

Contract	Prior Totals	This Transaction	New Totals
8228	$ 500	--	$ 500
8248	1,000	(1,000)	-0-
8327	5,000	(5,000)	-0-
8374	28,500	--	28,500
Unallocated	-0-	6,000	6,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

February 4, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On January 12, 1977, we wrote to you concerning release of final payment on Contract No. 8228 awarded to Coral Corporation for work on the Salem, Hubbard Area Safety Project in Marion and Polk Counties.

The total contract amount is $105,815.95 including $420.55 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black
1600 S.W. 4th
Portland, OR 97201

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

Marion Co.

Salem, Hubbard Area Safety Project
Willamina-Salem, Pacific E. & N. Santiam Highways
Marion & Polk Counties
Contract No. 8228

STATEMENT OF OVERRUNS & UNDERRUNS

Item	Unit	Original Quantity	Contract Amount	Final Quantity	Final Amount	Percent + or -
Temporary Protection & Direction of Traffic	Lump Sum	100%	$4,500.00	100%	$4,500.00	0.00
Temporary Signs	Sq. Ft.	320.0	$1,280.00	246.0	$816.00	-23.15
The contractors mode of operation required only the amount of temporary signs used.						
Flagmen	Hours	120.0	$1,680.00	4.0	$56.0	-96.67
Flagmen were only necessary for the erection of the sign bridge. The only other flagging necessary was insidental and of such short duration, (2 or 3 mintues at a time) that the contractor did not request payment.						
Removal of Structures & Obstructions	Lump Sum	100%	$1,000.00	100%	$1,000.00	0.00
Earthwork	Lump Sum	100%	100%	100%	$1,000.00	0.00
1"-0 Aggregate Base	Cu. Yds.	150.0	$1,650.00	270.90	$2,979.90	+80.60
Additional quantities needed to backfill around existing illumination pole concrete bases at Unit 'F'.						
Class 'C' Asphalt Conc.	Tons	50.0	$2,000.00	68.12	$2,724.80	+36.24
Additional tonage needed to bring the existing shoulder at Unit 'F' to the proper line and grade.						
Guard Rail, Type 2A	Lin. Ft.	863.0	$7,162.90	759.0	$6299.70	-12.05
One run of guardrail eliminated at Unit 'G'.						
Guard Rail, Type 3 See Item #8.	Lin. Ft.	100.0	$1,600.00	75.0	$1,200.00	-25.00
Guard Rail Anchors, Type I	Only	1	$300.00	1	$300.00	0.00
Guard Rail Anchors Type II	Only	1	$250.00	1	$250.00	0.00
Extra for Guard Rail Bridge Connections See Item #8	only	8	$150.00	6	$900.00	-25.00

STATEMENT OF OVERRUNS & UNDERRUNS (CONT.)

Item No.	Item	Unit	Original Quantity	Contract Amount	Final Quantity	Final Amount	Percent + or −
13.	Rail End Pieces, Type A.	Only	1	$20.00	1	$20.00	0.00
14.	Rail End Pieces, Type C.	Only	1	$110.00	1	$110.00	0.00
15.	Concrete Curbs Additional footage necessary to replace existing broken curb.	Lin. Ft.	18.0	$144.00	24.0	$192.00	+33.00
16.	Concrete Islands Concrete islands replaced by (4) guide posts, documented by E.W.O. #2.	Cu. Yds.	11.0	$1,375.00	0	$0.00	-100.00
17.	Impact Attenuator, Hi-Dri Cushion Cells	Lump Sum	100%	$12,000.00	100%	$12,000.00	0.00
18.	Impact Attenuator, Modules Unit 1	Lump Sum	100%	$1,750.00	100%	$1,750.00	0.00
19.	Impact Attenuator, Modules Unit 2	Lump Sum	100%	$1,750.00	100%	$1,750.00	0.00
20.	Removal of Existing Sign Installations	Lump Sum	100%	$1,800.00	100%	$1,800.00	0.00
21.	Move Existing Signs	Lump Sum	100%	$1,000.00	100%	$1,000.00	0.00
22.	Sign Support Footings	Lump Sum	100%	$13,000.00	100%	$13,000.00	0.00
23.	Cantilever Sign Structures Sta. 1274+35 Rt.	Lump Sum	100%	$9,000.00	100%	$9,000.00	0.00
24.	Cantilever Sign Structures Sta. 1327+00 Lt.	Lump Sum	100%	$9,000.00	100%	$9,000.00	0.00
25.	Sign Bridge Structures	Lump Sum	100%	$26,000.00	100%	$26,000.00	0.00
26.	Sign Illumination Equipment	Lump Sum	100%	$3,800.00	100%	$3,800.00	0.00
27.	Roadway Lighting Pole and Arm	Only	1	$1,000.00	1	$1,000.00	0.00
28.	Foundation	Only	1	$900.00	1	$900.00	0.00

STATEMENT OF OVERRUNS & UNDERRUNS (CONT.)

Item No.	Item	Unit	Original Quantity	Contract Amount	Final Quantity	Final Amount	Percent + or -
9.	Frangible Aluminum Pole Bases	Only	29	$5,800.00	28	$5,600.00	-3.45
0.	Lumiaire and Ballast	Only	1	$200.00	1	$200.00	0.00
1.	Relocate Existing Light Poles	Only	29	$2,900.00	28	$2,800.00	-3.45
2.	Switching Conduit, Wiring, Lamps, Etc.	Lump Sum	100%	$10,400.00	100%	$10,400.00	0.00

CONTRACT CHANGE ORDERS
&
SUMMARY

	Description of Work	Order Amount	Billing Amount	Percent + or -
PRICE AGREEMENTS				
No. 1	Install 12-inch culvert pipe and place embankment around light pole bases.	$2,200.00	$2,200.00	0.00
No. 2	Design changes in monotube cantilever sign structures.	-$206.00	-$206.00	0.00
No. 3	Document use of old style guard rail bolts.	No Cost	-	-
No. 4	Design changes in monotube sign bridge structures.	No Cost	-	-
No. 5	Install intermediated guard rail posts.	$585.00	$585.00	0.00
EXTRA WORK ORDERS				
No. 1	Repair and relocate and replace conduit. Additional man hours required waiting for service connection.	$300.00	$340.37	+13.46
No. 2	Furnish and install (4) guide posts. Work required less labor than estimated.	$90.00	$80.18	-10.91
STATE FORCE ORDERS				
No. 1	Install two gore Exit signs	$1,125.00	Yet to commence	

SUMMARY

	Contract Amount	Final Amount	Percent + or -
Contract Bid Items	$125,571.90	$122,516.40	-2.43
Anticipated Items (see PA #1)	$1,850.00		
Contingencies	$ 5,733.99		
Engineering	$ 11,467.97		
TOTAL CONTRACT COSTS	$144,623.86		

8228

STATE OF OREGON

INTEROFFICE MEMO

TO: C.W. Head
R. Church
C. Barrett

DATE: November 2, 1976

FROM: Janice Peterson

SUBJECT: Coral Corp.
Contracts 8228 & 8374

At the request of the contractor, Coral Corp., we are transferring $6,000 of a deposit in lieu of retainage from contract 8228 to contract 8374.

NOTED
C. W. HEAD

81-125-1387

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 27, 1976

Coral Corporation
P.O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold

Re: Contract 8228

Retainage requirements on your contract 8228 with the Highway Division have been reduced to $500.00. You may request transfer of $6,000 of the certificate to another contract or receive the cash at maturity. Please request any transfers to other contracts in writing.

Vernon E. Skoog
Controller

By____________________________
Janice H. Peterson
Contract Payments Executive

cc: The Oregon Bank

bc: C.W. Head
R. Church
C. Barrett

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Salem, Hubbard Area

WEEK ENDING: August 28, 1976

SECTION PREFIX: 24-1096

HIGHWAY: Willamina-Salem Pacific E. & N. Santiam

COUNTY: Marion and Polk

NAME OF JOB: Salem, Hubbard Area Safety

KIND OF WORK: Guard Rail, Attenuators and Signing

CONTRACTOR: Coral Corporation

CONTRACT NUMBER: 8228

FEDERAL AID PROJECT NUMBER: ROS-000S(6)

DATE OF CONTRACT: June 4, 1975

DATE WORK STARTED: August 5, 1975

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 225

WORK DAYS USED:

CALENDAR DAYS USED: 422

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $ 144,623.86

PERCENT OF TIME ELAPSED: 188%

EXCLUSIVE OF ENGINEERING: $ 133,155.89

ENGINEERING AUTHORIZATION: $ 11,467.97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 133,155.89

ENGINEERING COST TO DATE: $ 22,990.65

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 200 %

DATE PROJECT WAS COMPLETED: August 25, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	100%		

	ROADWORK	SIGNING	ILLUMINATION		
MILES IN PROJECT	-	-	-		
MILES PARTIALLY COMPLETED	-	-	-		
MILES COMPLETED	-	-	-		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$ 33,311.00	$ 63,600.00	$ 21,200.00		
TOTAL QUANTITIES CORRECTED TO DATE	$ 33,311.00	$ 63,600.00	$ 21,200.00		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$ 33,311.00	$ 63,600.00	$ 21,200.00		
AVERAGE DAILY QUANTITIES	-	-	$ 200.00		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-		
NUMBER OF SHIFTS PER DAY	0	0	1		
HOURS PER SHIFT	0	0	4		

EQUIPMENT USED DURING THE WEEK:
1 Truck
1 Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	Cloudy, Fair	419		
MONDAY	23	Cloudy, Fair	420		
TUESDAY	24	Cloudy, Fair	421		
WEDNESDAY	25	Cloudy, Rain	422		
THURSDAY					
FRIDAY					
SATURDAY					

RECEIVED
SEP 1 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Green
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	No work today.
TUESDAY	No work today.
WEDNESDAY	Sub- Contractor installed the one remaining glare shield on sign bridge at Hubbard. Completed electrical work on sign bridge.
THURSDAY	No work today.
FRIDAY	No work today.
SATURDAY	No work today.

REMARKS

Contractor has completed his work on project effective 8-25-76.

SIGNED C. V. Lehman
C.V. Lehman

LOCATION 2111 Front St. N.E.
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	.OS-000S(6) STATE PROJECT NO. Salem-Hubbard Safety Project
	ITEM NO. ROS-8	COUNTY NAME Marion & Polk
TO:		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 4 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-30-75	6-23-76	Various
		STATE ROUTE NUMBER Various

GENERAL LOCATION:

Salem & Hubbard Area.

GENERAL DESCRIPTION OF WORK:

Furnish and install two "Exit" signs on breakaway posts 907+75 - 1235+85
Willamina-Salem Highway

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of July 1, 1976 and based on the data submitted, you are authorized to proceed with the use of state forces as being in the public interest, under State Force Order No. 1 at a total estimated cost of $1125 - Federal Funds $1,000.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-12-76	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
April 29, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Gore Exit Signs
Salem, Hubbard Area Safety Projects

The Salem, Hubbard Area Safety Projects Contract No. 8228 should have included a gore exit sign (E5-1-60) in Unit B and Unit C. They should be installed in the concrete islands where the butterfly signs were located.

Please arrange to have these two signs installed under a price agreement in the existing contract.

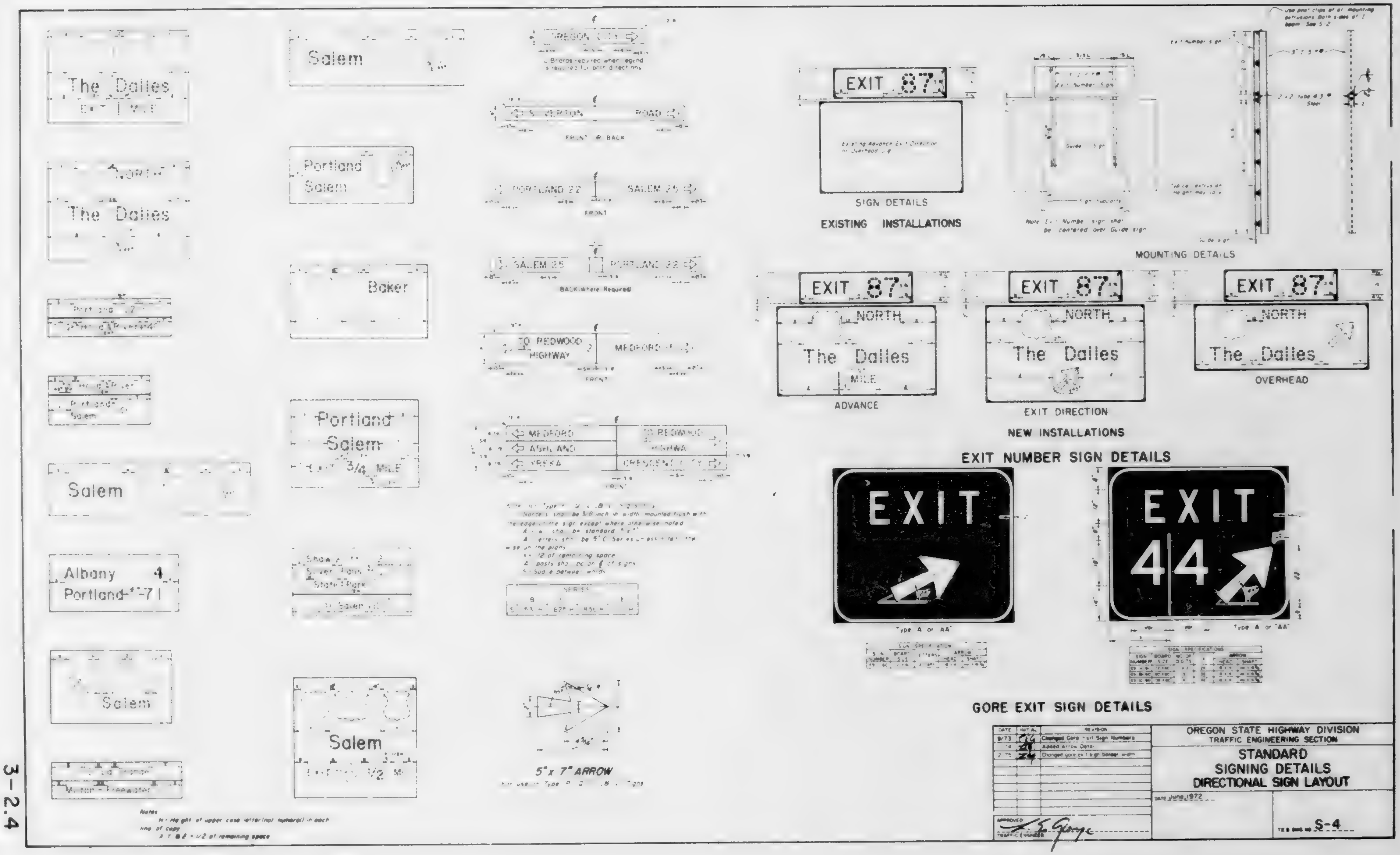
L. E. George
Traffic Engineer

TL:ds

cc: J. H. Versteeg
Cliff Lehman

REFERRED TO
✓ Beard W.F.B. ____ Reed ____
____ Cole ____ ✓ Sample 2278
____ Eriksen ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

RECEIVED



DATE	INITIAL	REVISION
9/73	E.G.	Changed Gore Exit Sign Numbers
4	Z	Added Arrow Data
2 75	Z	Changed gore exit sign border width

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
SIGNING DETAILS
DIRECTIONAL SIGN LAYOUT

DATE June, 1972

APPROVED: L. E. George
TRAFFIC ENGINEER

T.E.S. DWG. NO. S-4

8228

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 20, 1975

The Oregon Bank
Oregon City Branch
PO Box 311
Oregon City, OR 97045

Re: Contracts: 8202, 8216, 8228, 8248

We have received your Safekeeping Receipt #26936, covering Certificate of Deposit #96731 in the amount of $25,000.00 to be used in lieu of retainage on our contracts with Coral Corporation as follows:

Contract	Amount
8202	$5,700
8216	3,200
8228	6,500
8248	9,600

Vernon E. Skoog
Controller

By Frank R. Griff
Frank R. Griffin
Chief Accountant

JP:pl

cc: Coral Corporation

THE OREGON BANK **№ 26936**|8

OREGON CITY BRANCH

PORTLAND, OREGON 8-15 1975

RECEIVED FROM OREGON STATE HWY DIVISION CD# 96731, DTD 8-15-75, IN THE AMOUNT OF $35,000.— ISSUED TO CORAL CORPORATION. TO MATURE 2-11-76.

BANK TO HOLD ABOVE C.D. PENDING RELEASE AUTHORIZATION FROM OREGON STATE HWY DIVISION.

COM 233

THE OREGON BANK

BY

ASSIGNMENT

The undersigned, for value received, does assign and transfer to the State of Oregon Certificate of Deposit #96731 dated August 15, 1975 in the amount of $25,000 evidencing the deposit of funds in the name of Coral Corporation on the books kept by the Oregon Bank of the city of Oregon City, Oregon as assignee and the undersigned hereby constitutes and appoints the Oregon Bank the true and lawful attorney of the undersigned irrevocably for and in the name of stead, of the undersigned, but to the use of the assignee to sell, assign, transfer and set over all or any part of the said certificate and all rights and interests represented thereby and for that purpose to make an exact or necessary account of assignment.

By____________________
Coral Corporation

This 15th day of August, 1975

Sworn to before me this
15th day of August, 1975
Notary Public

My commission expires 3/12/76

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

August 15, 1975

Ms. Janice Peterson
Finance Branch
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Ms. Peterson:

I am enclosing a safekeeping receipt for $25,000 certificate of deposit #96731 dated August 15, 1975 from the Oregon Bank along with an executed assignment of that certificate of deposit to the State of Oregon. This certificate is to be used for the release of retained funds on the following projects:

#8202	M.P. 102.0-Otis Junction	$5,700
#8216	Region 1 Area Safety Project	3,200
#8228	Salem, Hubbard Area Safety Project	6,500
#8248	McMinnville, Willimina, Sheridan Area Safety Project	9,600

The Oregon Bank should be notifying you shortly that the certificate of deposit and assignment are being held by them pending your instructions.

Sincerely,

Deane Clapperton, C.P.A.
Controller

DC/sls

CC: Roger Wills

RECEIVED
AUG 18 1975
Contract Acctg.

8728

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-131	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Marion & Polk PROJECT NO. ROS-000S(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Salem and Hubbard Area

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-75	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 138,129.00	$ 124,316.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ________________

(Title)

By ________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1975

Federal-aid Project
No. ROS-000S(6)

SALEM-HUBBARD AREA SAFETY PROJECT
WILLAMINA-SALEM, PACIFIC E., N. SANTIAM HIGHWAYS
MARION AND POLK COUNTIES

Project Agreement Estimate.

Type Code Y008
Channelization (Three Highways)

Temporary Protection and Direction of Traffic	All Required		$ 4,500.00
Temporary Signs	320 sq.ft.	4.00	1,280.00
Flagmen	120 hour	14.00	1,680.00
Removal of Structures and Obstructions	All Required		1,000.00
Earthwork	All Required		1,000.00
1" - 0 Aggregate Base	150 cu.yd.	11.00	1,650.00
Class "C" Asphalt Concrete	50 ton	40.00	2,000.00
Guard Rail, Type 2A	863 lin.ft.	8.30	7,162.90
Guard Rail, Type 3	100 lin.ft.	16.00	1,600.00
Guard Rail Anchors, Type 1	1 only	300.00	300.00
Guard Rail Anchors, Type 2	1 only	250.00	250.00
Extra for Guard Rail Bridge Connections	8 only	150.00	1,200.00
Rail End Pieces, Type A	1 only	20.00	20.00
Rail End Pieces, Type C	1 only	110.00	110.00
Concrete Curbs	18 lin.ft.	8.00	144.00
Concrete Island	11 cu.yd.	125.00	1,375.00
Impact Attenuators, Hi-Dri Cushion Cells	1 only	12,000.00	12,000.00
Impact Attenuator Modules, Unit 1	1 only	1,750.00	1,750.00
Impact Attenuator Modules, Unit 2	1 only	1,750.00	1,750.00

Type Code Y002 Signing

Removal of Existing Sign Installations	All Required	1,800.00
Move Existing Signs	All Required	1,000.00
Sign Support Footings	All Required	13,000.00
Cantilever Sign Structures, Sta. 1274+35 Rt.	All Required	9,000.00
Cantilever Sign Structures, Sta. 1327+00 Lt.	All Required	9,000.00
Sign Bridge Structures	All Required	26,000.00
Sign Illumination Equipment	All Required	3,800.00

Type Code Y030 Illumination			
Roadway Lighting, Pole and Arm	1 only	1,000.00	$ 1,000.00
Foundation	1 only	900.00	900.00
Frangible Aluminum Pole Bases	29 only	200.00	5,800.00
Luminaire and Ballast	1 only	200.00	200.00
Relocate Existing Light Poles	29 only	100.00	2,900.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		10,400.00
	Subtotal		$125,571.90
	Engineering		12,557.10
	Total		$138,129.00

Length of Project - - - - 0.00 Mile

Retained in Program Status

12-inch Culvert Pipe	All Required	$ 850.00
Aggregate Cover for Sign Footings	All Required	1,000.00
	Subtotal	$ 1,850.00
	Engineering	185.00
	Total	$ 2,035.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Channelization	$138,129.00	$124,316.00	$ 13,813.00
Retained in Program	2,035.00	1,831.00	204.00
Total	$140,164.00	$126,147.00	$ 14,017.00

Group 1 - 100%

Contract No. 8228

Prefix No.: 24-1096

8333

R

U. S. DEPARTMENT OF TRANSPORT. FEDERAL HIGHWAY ADMINISTRATION		ERAL AID PROJECT NO. ROS-000S(6)
LETTER OF APPROVAL AND/OR AUTHORIZATION		STATE PROJECT NO. Salem, Hubbard, Area Safety Projects
FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO.	COUNTY NAME Polk and Marion
	ITEM NO. ROS-8	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED April 30, 1975	DATE AUTHORIZATION EFFECTIVE April 30, 1975	FEDERAL ROUTE NUMBER Various STATE ROUTE NUMBER Various

GENERAL LOCATION:

Salem and Hubbard Area

GENERAL DESCRIPTION OF WORK:

Elimination of roadside obstacles

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's April 28, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith

5-13-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 5-9-75	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8194A, 7253C and 16212

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 30, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

NE Union Ave.-NE 82nd Ave. Section
Columbia River Hwy.-Multnomah Co. (Br. 7913A)
Ross Island Br.-SW Bancroft St. Section
Oswego Hwy.-Mult. Co. (Br. 16211)
Region I Area Safety Projects
6 Highways - 4 Counties (Br. 8194A)
Salem, Hubbard Area Safety Projects
4 Highways - Polk & Marion Cos.
(Brs. Nos. 7253C and 16212)

The subject projects include the installation of impact attenuators. Different types of attenuators have been selected for the various locations as outlined below.

Type	Project & Location
"Hi-Dro Cushion"	NE Union Ave.-NE 82nd Ave. Section at 42nd Ave. Off-Ramp.
"Hi-Dro Cushion"	Ross Island Br.-SW Bancroft St. Section at Oswego Hwy. Off-Ramp Gore Point.
"Hi-Dro Cushion"	Region I Area Safety Projects at Porter St. Br. Gore Point.

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

"Hi-Dri Cushion"	Salem, Hubbard Area Safety Projects at Marion St. Br. Gore Point.
"Fitch Inertial Barriers"	Salem, Hubbard Area Safety Projects at Hayesville Interchange Gore Points

The "Hi-Dro Cushion" units for three locations were selected for the following reasons:

1. Uniformity. Maintenance people are familiar with these units and stocking of repair parts is simplified.
2. Space limitations require narrow units.
3. Performance evaluation of these units has been excellent.
4. There is very little collision debris to create a hazard to traffic.

The "Hi-Dri Cushion" unit was selected for the Marion Street Bridge gore point for the following reasons:

1. We would like to gain experience with this unit in order to determine its merit for future use.
2. Space limitations require a narrow unit.

The "Fitch Inertial Barriers" were selected for the Hayesville Interchange location for the following reasons:

1. Permanent backwalls and anchorages are not required with this installation. There are plans to realign the interchange ramps in the future.
2. Region II maintenance personnel are familiar with this type of installation and stock spare parts.

This information is being supplied to you as required by FHWA federal-aid regulations.

Please review this request and give us your approved and/or comments. The projects are scheduled for early bid letting dates.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

L. L. Wallace
Bridge Design Engineer

LLW/ag
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1041EC.2

SUBJECT: Selection of a Specific Type of Impact Attenuator (Projects and Locations Listed Below)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wallace's April 30 letter and for the reasons stated therein I have determined it to be in the public interest to require the specific type of Impact Attenuator at the particular installation site.

G L Green
G. L. Green

NOTED
S. HUNT

Projects and Locations

Oregon Project U-323(-)
NE. Union Ave.-NE. 82nd Ave. Section

Oregon Project U-49(6)
Ross Island Bridge-SW. Bancroft St. Sec.

Oregon Project ROS-000S(5)
Region I Area Safety Projects

Oregon Project ROS-000S(6)
Salem, Hubbard Area Safety Projects

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Info Inves R&D D.R Sign Act File

cc:
OSHD (Bridge)

OTED
L. JOHNS

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

4-21-75

8858

Transaction No. 4-104

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	4-21-75
BY (Signature)	L. W. Rulien's April 17, 1975 letter
TITLE	Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 210~~

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 8 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
8	RDS-000S(6)	0.0.	206,500	185,850

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Salem, Hubbard Area Safety Projects Marion and Polk Counties. State of Oregon	Safety Improvements to eliminate or correct roadside obstacles

RECEIVED
STATE HWY ENGR
APR 23 '75
REFER TO Hunter
FOR
Info | Invs | R/W | D/.. | Sign | All | File

REMARKS (Division)

4-24-75
ORIGINAL TO
L. W. Rulien

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-21-75	SIGNATURE AND TITLE G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO: 915-690

8538

2

~~PRO 6-2~~

Robert W. Straub
xxxxxxxxxxx

April 17, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-000S(6)

We are submitting program data for one project, Item No. 8, Project No. ROS-000S(6), "Salem, Hubbard Area Safety Projects", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal Aid Act of 1973.

It is our present intention to receive bids for this project on May 22, 1975.

JG:ljt

Att.

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R. O.

FORM PR-1
(REV. 4-61)

April 17, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Salem & Hubbard Area 65	ADT	PRESENT N/A	FUTURE N/A (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Improvements 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV ACCY (69)	DA CLASS. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) ROS- 14 23	NUMBER 000S

CLASS OF FEDERAL FUNDS
(Section 210) Elimination of Roadside Obstacles

NAME OF URBAN AREA
17-31

COUNTY NAME
See back

CODE
(14)

ROUTE NO. — FEDERAL-AID: See back (32) — STATE (36) — U.S. (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
					PE		Salem & Hubbard Area					
3					ROW							
5					CONST (CODE) Y002 Y008 Y030 Y101		"Salem, Hubbard Area Safety Projects"	0.0	206,500	185,850	20,650	

CARD	CODE 1 14	PREPARED BY	PROJECT TOTALS	0.0	206,500 (16) (23)	185,850 (24) (33)	20,650

PROGRAM APPROVAL DATES

REMARKS IM 50-1-70, PPM 50-9, FH
FHPM 7-7-5 requirements complied with under preliminary engineering proje
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional Districts 1 & 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 17, 1975

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
lem & Hubbard Area		N/A	N/A		10	Oregon	41	144	8

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCT	DA CLASS	DA AREA	EMERG. YR.	PL. AUTH YR	
ts								

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ROS-	000S	(6)		

T. Projects Only

mination of Roadside Obstacles

COUNTY NAME: See back

CODE:

PROGRAM STAGE: ☐ 1 OR XX 2

ROUTE NO.: FEDERAL-AID: See back STATE: U.S.:

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Salem & Hubbard Area						Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians.
W								
ST		"Salem, Hubbard Area Safety Projects"	0.0	206,500	185,850	20,650		
		PROJECT TOTALS	0.0	206,500	185,850	20,650		

AL DATES

REMARKS IM 50-1-70, PPM 30-9, FHPM 7-7-2, and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional Districts 1 & 2.

(over)

USCOMM DUSCOMM-DC 48903-P3

SALEM, HUBBARD AREA SAFETY PROJECTS
PROJECT NO. ROS-000S(6)

REMARKS: cont'd.

Unit	Work Type	County Name	County Code	Federal-Aid Route	State Hwy.	U.S. Route	State Route	Highway Name	M.P.
A	Y008	Marion	047	FAS 121	162	-	22	N. Santiam	X-0.21
B	Y002	Polk	053	FAP 47	30	-	22	Willamina-Salem	24.13
C	Y002	Polk	053	FAP 47	30	-	22	Willamina-Salem	25.02
D	Y101	Polk	053	FAP 47	30	-	22	Willamina-Salem	25.62
E	Y101	Polk	053	FAP 47	30	-	22	Willamina-Salem	25.75
F	Y002	Marion	047	FAP 3	1E	-	99E	Pacific East	27.47
F	Y030	Marion	047	FAP 3	1E	-	99E	Pacific East	27.47
F	Y101	Marion	047	FAP 3	1E	-	99E	Pacific East	27.47
G	Y101	Marion	047	FAP 3	1E	-	99E	Pacific East	46.10

Data for PR-37:

Code	Type	
Y002	Traffic signs	$86,700
Y008	Channelization of traffic	2,100
Y030	Highway lighting	74,300
Y101	Guardrail - Impact alternators	43,400

Percent on FAP System --- 99
Percent on FAS System --- 1

FORM E-30

1E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 24, 1975

TO J. H. Versteeg
Road Design Engineer

FROM L E George
L. E. George
Traffic Engineer

SUBJECT Additional Work
Salem-Hubbard Area Safety Project
Section 210

Region II has requested additional work on the Salem-Hubbard area Roadside Hazard Project scheduled for April 24, 1975. This additional work appears to be appropriate and should be included.

The location of the new work is on Highway 1E between the I-5 overcrossing (Hayesville Interchange) and Hyacinth Road. This work consists of the addition of frangible bases to 12 luminaire poles as marked on the attached map. Also included is the installation of impact attenuators at two butterfly sign locations.

Please take the necessary steps to add this work to the current project.

GE:rj
Attachments
cc: L. W. Rulien - Please make necessary program changes.
C. O. Fredrickson - In response to your March 14 letter.

REFERRED TO
Beard Reed
Cole Sample
[✓ Eriksen] Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
FINAL DESIGN ENGINEER

✓

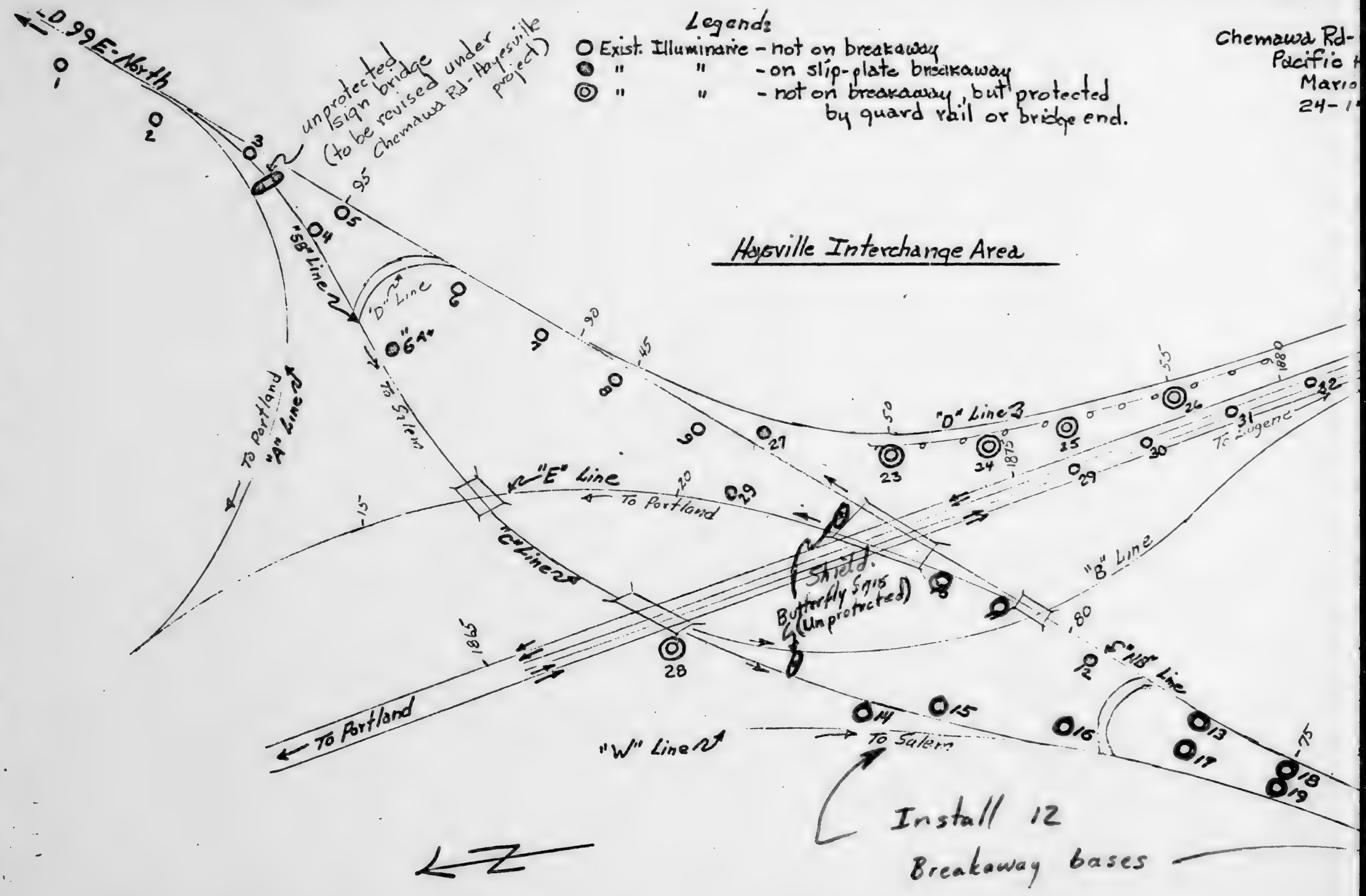
Return To
Other

Copy for [illegible] Bridge Design Section
Eriksen

Chemawa Rd-
Pacific H
Mario
24-1

Hayesville Interchange Area

Legends:
- ○ Exist. Illuminarie - not on breakaway
- ● " " - on slip-plate breakaway
- ◎ " " - not on breakaway, but protected by guard rail or bridge end.

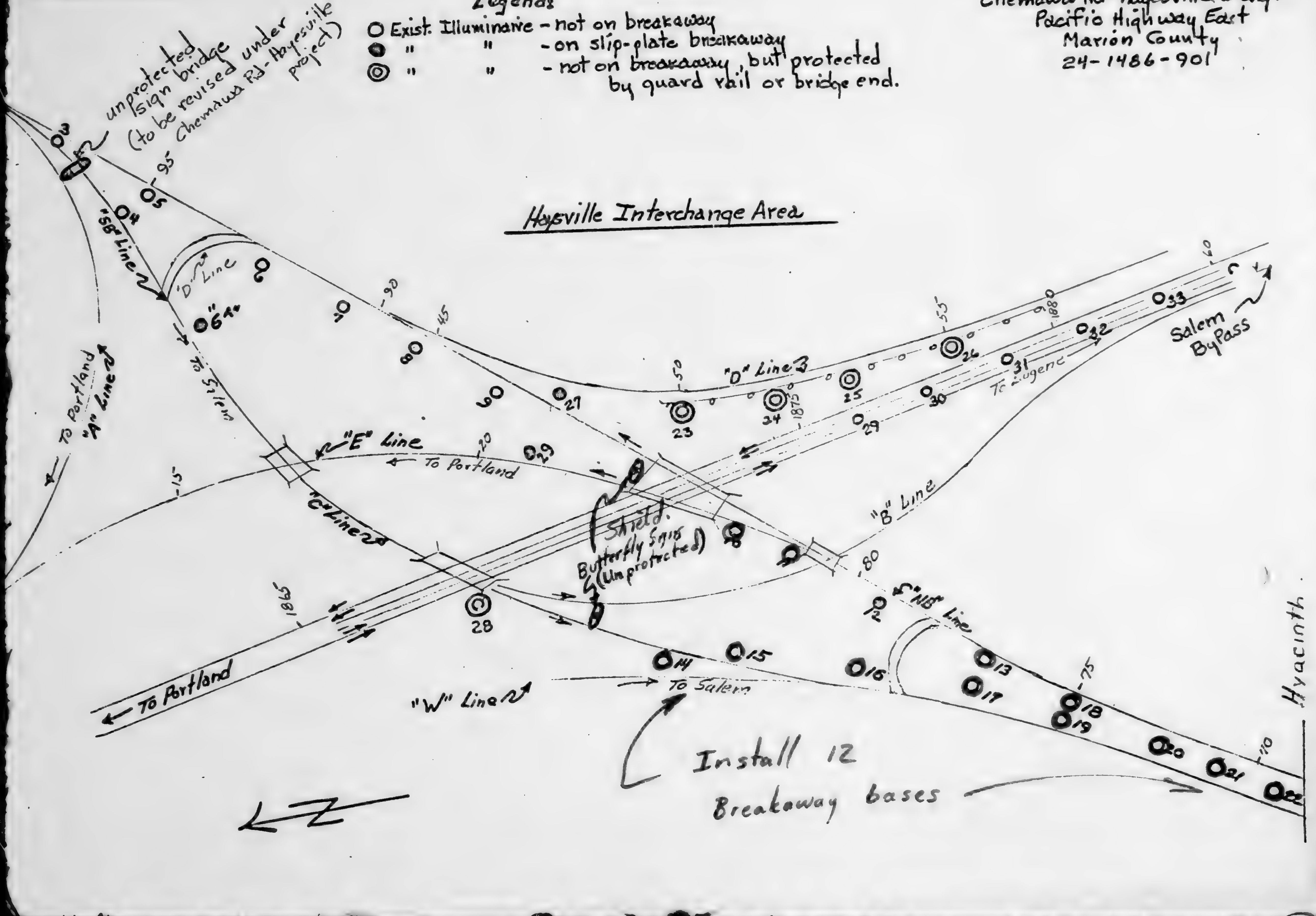


Chemawa Rd- Hayesville I-chg.
Pacific Highway East
Marion County
24-1486-901

Legends

○ Exist. Illuminaire - not on breakaway
● " " - on slip-plate breakaway
◎ " " - not on ~~breakaway~~, but protected by guard rail or bridge end.

Haysville Interchange Area



422 R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 11, 1975
Salem, Oregon

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Gordon Ballard
Supervising Design Engineer

SUBJECT:
Salem, Hubbard Area Safety Projects
Four Highways
Polk and Marion Cos.
Illumination Design Work

I have discussed the subject project with the region office and find that only the following illumination design work will be required:

Hwy.	M.P.	Location	Work
30	25.02	West Salem(Rosemont Int.)	Illumination for signs on new cantilever sign structure
30	24.13	West Salem(Salem-Dayton Hwy. Int.) (near Capitol Manor)	Illumination for signs on new cantilever sign structure
1E	27.47	Hubbard	Illumination of signs on new sign bridge and replacement of highway luminaire mounted on old sign structure

Region office will send us a sketch showing location of new highway luminaire for last item above.

RWE/ag
cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson
R. Kuehn
L. E. George

RECEIVED
[illegible]
OFFICE OF
[illegible]

PREFIX: 37-1908

LOCATION PROSPECTUS
SALEM, HUBBARD AREA SAFETY
PACIFIC EAST, NORTH SANTIAM, AND WILLAMINA-SALEM HIGHWAYS
MARION AND POLK COUNTIES

RECEIVED
STATE HWY ENG
JAN 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

HIGHWAYS:
Pacific Highway East; State Primary 1E.
North Santiam Highway; State Primary 162.
Willamina-Salem Highway; State Secondary 30.

TERMINI:
Pacific Highway East - MP 51.62.
Pacific Highway East - MP 27.47.
Willamina-Salem Highway - MP 25.75 W.
Willamina-Salem Highway - MP 25.02.
Willamina-Salem Highway - MP 24.13.
Willamina-Salem Highway - MP 25.62 W.
North Santiam Highway - MP X0.21.

LENGTH: As shown.

NARRATIVE: This is a Title II project under Section 210 of the 1973 Highway Safety Act. The purpose of the survey is to prepare plans and specifications for contracting the removal and replacement of sign structures, installation of attenuators, and guardrail. The work broken down by location and type is:

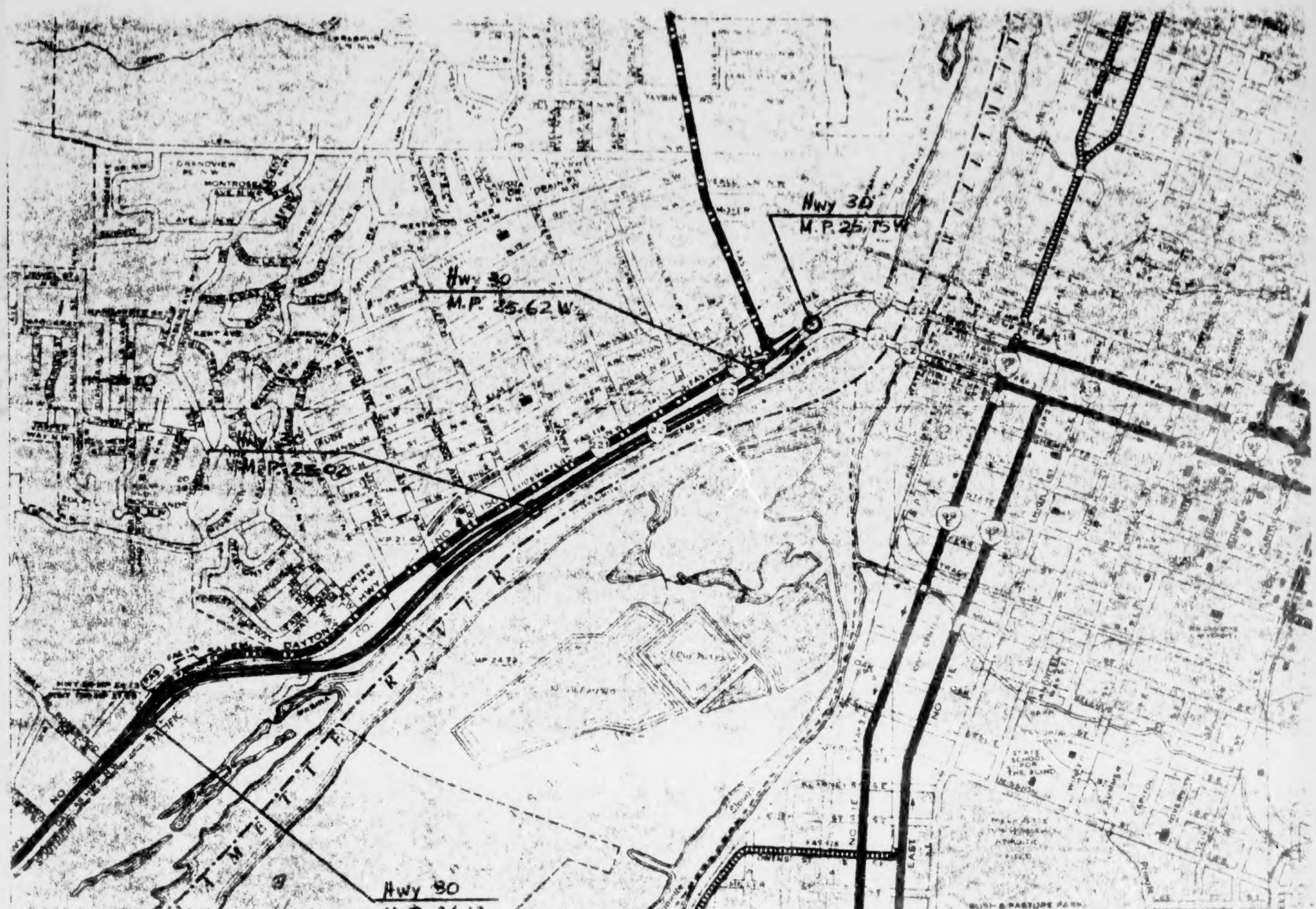
Pacific Highway East, MP 51.62 - Install break-away sign.
Pacific Highway East, MP 27.47 - Install sign bridge.
Willamina-Salem Highway, MP 25.75 W - Install hydrocell cushion.
Willamina-Salem Highway, MP 25.02 - Install cantilever sign.
Willamina-Salem Highway, MP 24.13 - Install cantilever sign.
Willamina-Salem Highway, MP 25.62 W - Install guardrail.
North Santiam Highway, MP X0.21 - Install guardrail.

CHARACTERISTICS: 1973 ADT's for the points concerned are:

Pacific Highway East, MP 51.69 - 23,200.
Pacific Highway East, MP 27.76 - 7,200.
Willamina-Salem Highway, MP 26.15 W - 18,000.
Willamina-Salem Highway, MP 24.72 - 13,000.
Willamina-Salem Highway, MP 26.15 W - 18,400.
North Santiam Highway, MP X0.06 - 18,000

January 7, 1975
Attach

cc: Federal Highway Administration (3)
E.S. Hunter
L.E. George
D.H. Moehring
V.D. Wolfe
B.L. Gifford
R.E. Olson
D.E. Swan
F.W. Yarbrough (3)
C.O. Fredrickson (6)
R.L. Schroeder
W.J. Hart (3)
L.W. Rulien
J.M. Cartwright (3)
Gary Potter (4)
J.A. Rowland
C.G. Swenson
A.E. Johnson
J.B. Boyd (3)
C.T. Keasey
J.H. Versteeg
H.S. Cox (2)
A.D. Olson
R.E. Royer
F.E. Terpin



LOCATION PROSPECTUS MAP
Salem, Hubbard Area Safety
Pacific Hwy. East, M.P. 51.62
Willamina - Salem Hwy., M.P. 25.75W
Willamina - Salem Hwy., M.P. 25.02
Willamina - Salem Hwy., M.P. 24.13
Willamina - Salem Hwy., M.P. 25.62W
City of Salem
Polk - Marion County

T.7-8S. R.3W. W.M.

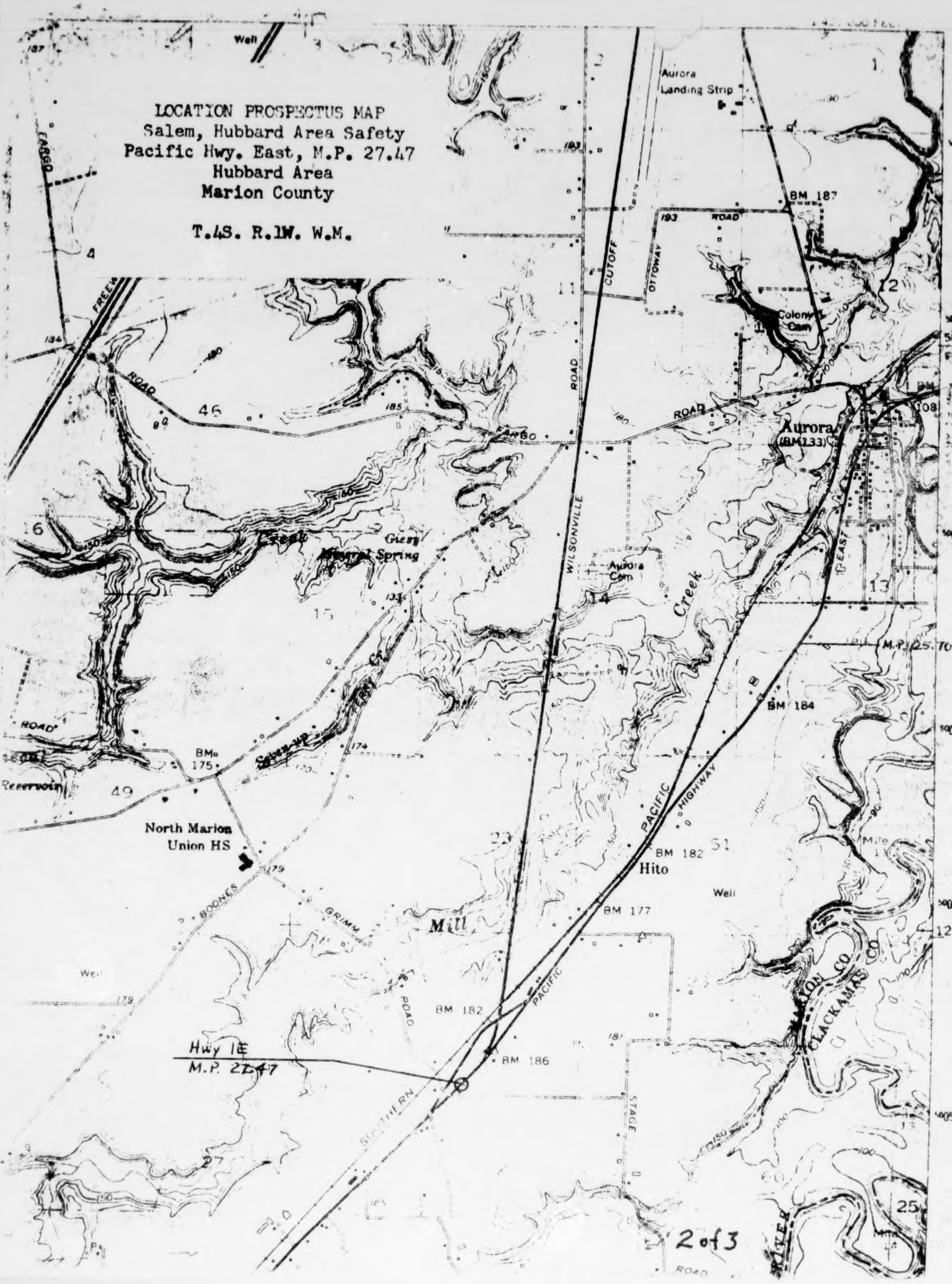
1 of 3

SALEM

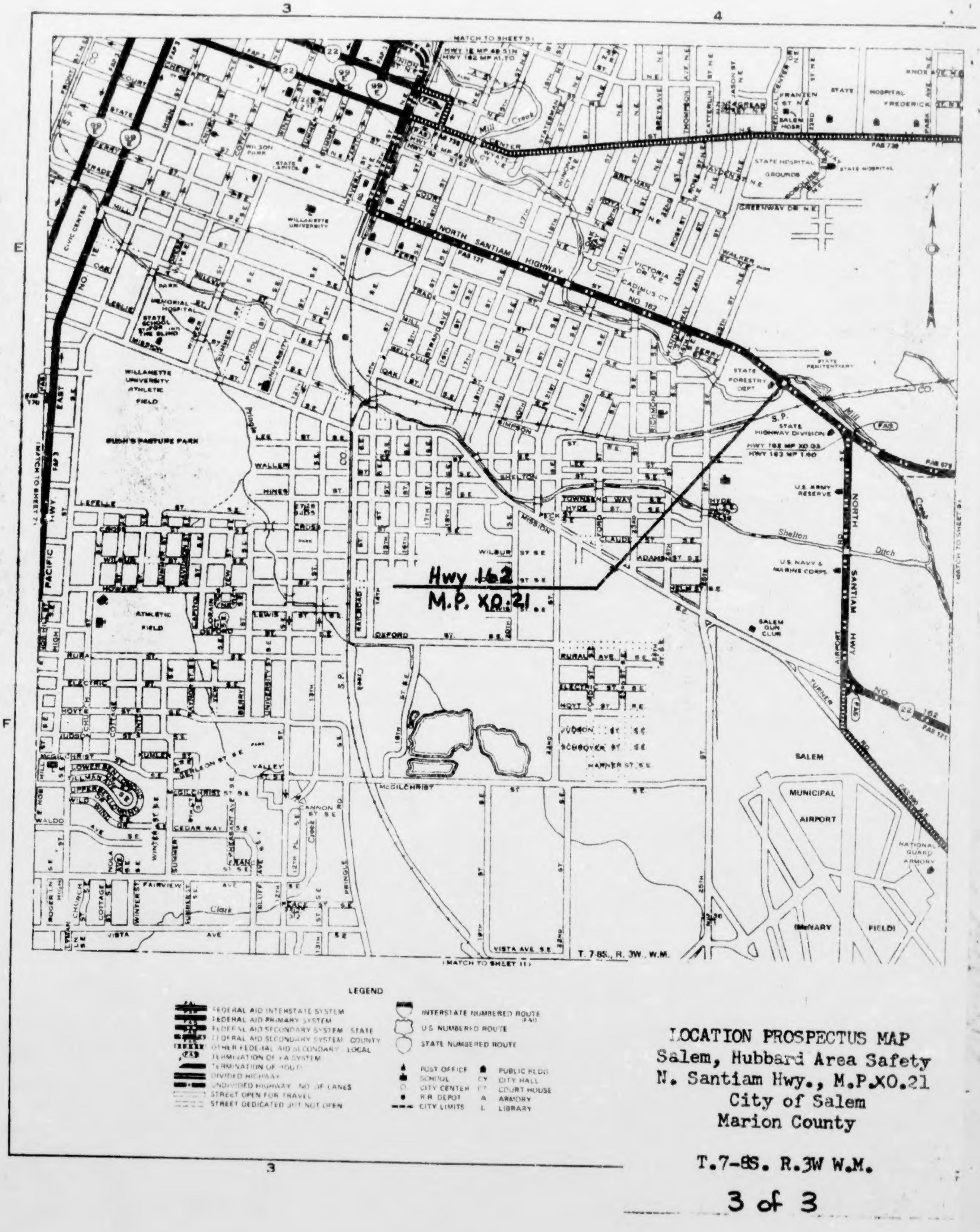
POLK-MARION CO. OREGON

LOCATION PROSPECTUS MAP
Salem, Hubbard Area Safety
Pacific Hwy. East, M.P. 27.47
Hubbard Area
Marion County

T.4S. R.1W. W.M.



2 of 3



LOCATION PROSPECTUS MAP
Salem, Hubbard Area Safety
N. Santiam Hwy., M.P.X0.21
City of Salem
Marion County

T.7-8S. R.3W W.M.

3 of 3

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential numbers

Index:

INDEXING: Begins with # 8198 Ends with: # 8228

FLASH CARDS:

Remarks:

Reel No. 178 Reduction Ration 21X Project No.

Camera: Name Bell + Howell Model File Master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 3rd day of March 1986 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry